

der Vorgänger





Porsche recommends **Mobil 1** and **Michelin**

'Tis always the season.

It doesn't believe in off days. Or that a change of season should warrant a change of car. Which is precisely why the new 911 Carrera 4S comes with all-wheel drive, Porsche Traction Management and a wider body designed to keep all of its 420 horsepower where it should be. Could you go a day without driving it? Likely, but why test it. Porsche. There is no substitute.

The 911 Carrera 4S.

Porsche of Arlington

Arlington, VA
(703) 684-6660
www.arlington.porschedealer.com

Porsche of Tysons Corner

Vienna, VA
(703) 564-6200
www.tysons.porschedealer.com

Porsche Bethesda

North Bethesda, MD
(855) 315-6860
www.bethesda.porschedealer.com

Porsche of Silver Spring

Silver Spring, MD
(866) 963-5812
www.silver.spring.porschedealer.com



PORSCHE

InterSport

Proudly Serving PCA
Members Since 1990

Charlie Murphy & Omar Hilmi
1524 Spring Hill Road, McLean VA

Renowned Porsche service
Pristine pre-owned vehicles

- ♦ From Motorsports and Performance Tuning to Scheduled Service
- ♦ Elite Technicians: Artist Kitburee, Craig Williams, Jimmy Loughlin, Darius Khakbaz
- ♦ Fully equipped and experienced with Porsche from vintage to current models

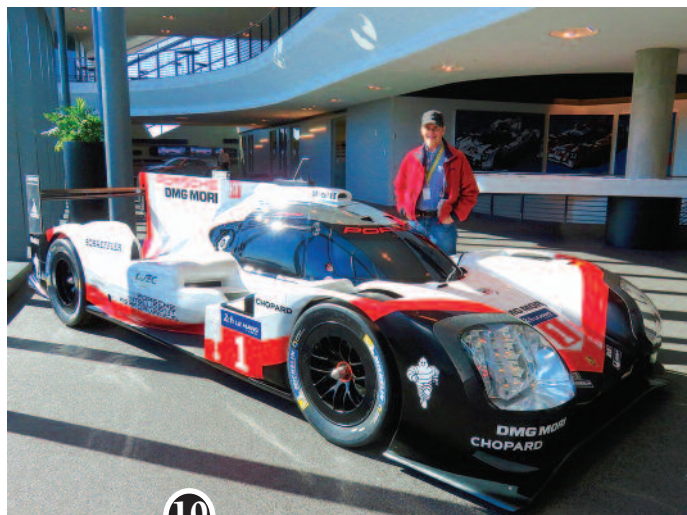


www.intersportperformance.com
omarkhilmi@gmail.com
tel: 703.242.8680 fax: 703.242.0358

Porsche BMW
Mercedes Audi

Table of contents

- 6 The editors' column
 - 7 The president's column
 - 8 Club officers and program chairs
 - 9 Potomac's 2017 calendar
 - 10 Porsche's Playground by Tom Neel
 - 14 2017 PCA Awards Banquet by Mia Walsh
 - 16 35th Deutsche Marke Concours d'Elegance by John Truban and Kevin Naughten
 - 20 Driving the Lincoln Highway to Virginia; Petit Le Mans is on the way home by Hank Allen
 - 30 Readers and their cars
- Cover photo: Tom Neel's Porsche Playground trip was indeed full of toys!



10



14



20

der Vorgänger

The monthly magazine
of the Founders' Region, Potomac,
Porsche Club of America.

April 2018
Volume 64, No. 3

der Vorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. Contributions for **der Vorgänger** should be sent to the editor by the 7th of month preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org. Please send digital images in their original sizes.

Publisher: Glenn Cowan
7600 Wisconsin Avenue, Suite 1010
Bethesda, MD 20814
dpublisher@pcapotomac.org

Co-Editor: Glenn Cowan
Co-Editor: Michael Sherman
dveditor@pcapotomac.org

Contributing photographers: Ken Marks, Tony Pagonis, Charlene Truban, John Vrankovich, Mia Walsh.

Contributing writers: Sydney Butler, Ken Harwood, Tom Neel, John Truban, John Vrankovich, Mia Walsh.

For questions about advertising rates and placement in **der Vorgänger**, please contact Glenn Cowan at dvads@pcapotomac.org

der Vorgänger (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 6726 Lucy Lane, McLean, VA 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for **der Vorgänger** subscription). Application to Mail at Periodicals Postage Prices is Pending at McLean VA and additional mailing offices. POSTMASTER: Send address changes to **der Vorgänger**, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD 20814. Statements appearing in **der Vorgänger** are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

Letters to the editor are welcome. They should be brief and may be edited for length. Please include a contact phone number for verification.

To subscribe, join the Porsche Club of America. Details at www.pca.org. Visit the Potomac region website at www.pcapotomac.org.

The Porsche Silver Spring Difference.

We believe every drive in a Porsche should be amazing. Especially your first. In fact, for a limited time we are offering new vehicle purchasers a once-in-a-lifetime opportunity with our Porsche delivery experience specials.

All in effort to ensure your first step is unforgettable.

- Take delivery at one of the US based Porsche Experience Centers (PEC) and we'll cover the program cost and up to \$500 towards your airfare.*
- Choose European Delivery at the Porsche factory in Germany and we will provide up to \$1,500 towards your airfare.*

For more information on our unique delivery options, or to start your next Porsche experience, contact Sales Manager, Casey Parkin at 301.890.4684 or cparkin@mileone.com.



Porsche Silver Spring
301.890.4684
PorscheSilverSpring.com

* See your Porsche Certified Brand Ambassador for details.

© 2018 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times.



PORSCHE

Greeters

I recently visited PCA's national headquarters in Colombia, MD (story to follow next month) and met with Executive Director Vu Nguyen. We spoke at some length about the dedication required of PCA volunteers as a principle ingredient of a chapter's success. We also talked about the challenge of recruiting members and the difficulty of encouraging new members to participate in that first event. Vu is widely experienced in these endeavors so I asked him about his insights as to how different chapters encourage members to come back for a second event. He had what I think is a brilliant idea: at every event there should be a designated Greeter(s) whose role is to identify first timers. The event coordinator can ask for a show of hands of those at their 1st PCA event and the Greeter(s) would seek them out and welcome them, offer advice and guidance as necessary to increase the enjoyment of the event and keep an eye on them.

The idea of a Greeter is really smart and insightful but Vu's suggestion for follow-up is likely the key to longer-



Glenn Cowan



Michael Sherman

term success: the Greeter should get contact information for each of their charges and in the next days send an email or call them and ask about the experience. Did you enjoy the event? What improvements would you suggest? Are there other events in which you might be interested? Did you notice there was a similar event coming up on the 4th? It would be great to see you there.

My entirely anecdotal experience is that very few of the members I see at events do I ever see again. Statistically this is nonsense as a means of determining repeat "business" but I still think it's the case that many 1st timers never come back. This is something like seed corn that we never plant. We should think about Vu's Greeter concept and try it out! I'll be the first volunteer.



©2013 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times. Porsche recommends four winter tires when driving in cold, snowy, or slippery conditions.



Simultaneously breaks new ground, while clinging to the current one.

Come in today for a complimentary state inspection and to inquire about our great lease offers.

We can get you out of your lease up to a year early with no penalty!

Call or email us to find out how.

703-564-6300

webleads@porscheoftysonscorner.dsmesssage.com

Experience the control of all-wheel drive.

The new Porsche 911 Carrera 4S.

Porsche of Tysons Corner
8601 Westwood Center Drive
Vienna VA 22182
(703) 442-8200
www.tysonsporschedealer.com

Porsche recommends **Mobil 1**



PORSCHE

Awards

On February 24th, Potomac held our annual Volunteer, Sponsors and Awards Dinner. The evening provides an opportunity to recognize the volunteers and sponsors who contribute to Potomac's many programs and activities.

To our many sponsors; thank you for all of your support to Potomac over the past year – and in many cases – over several years! Your continued generosity is greatly appreciated! We wouldn't be able to keep our events at their current level without you. My thanks as well to the many members who have volunteered at Potomac events over the past year! From those of you who have taken on the leadership of a program – to those of you who have offered help at an event in any way we need it – thank you. Without you, none of our activities would happen.

I am going to take this opportunity to specifically mention our 2017 annual award winners. Traditionally we present an Enthusiast of the Year Award (to the member we feel most deserving) and present President's Award(s) to recognize individual contributions to the Club. Our 2017 Enthusiast of the Year was Ken Larson. Ken was very active in both Autocross and Driver's Education, attended several of our social events, and volunteered at several events. Congratulations Ken!

Thank you to our President's Award winners - for all that you've done for the Club over the last several years! Your awards were greatly deserved! We presented President's Awards to five

members for 2017. In alphabetical order, they were:

Craig and Linda Davidson – have been our Rally Program Co-Chairs for the last eight years. Like most of our programs, the work you see from volunteers and organizers at an event doesn't tell the true story of the total effort involved. At each Rally, Craig and Linda have driven the route multiple times to make sure directions and answers to gimmick questions are correct.

David DiQuillo – has been a Tech Co-Chair since 2012. In addition to the visible parts of Tech (the pre-DE shop techs and the morning tech inspections at DEs) Dave has been our contact with the dealers and shops that allow us to use their facilities; arranging for dates and working with them in coordinating the event.

Ed Hahn – has been our Membership Chair since 2014. Welcoming new members, following up with those who have not renewed, and in general being Potomac's contact with our membership. Most importantly, Ed coordinates the content of, and sends, our weekly E-blasts – providing timely and useful information to our members.

Michael Sherman – has been a Co-Editor of *der Vorgänger* since 2014. During this time, Michael has been responsible for the layout. For the last four years, he has taken the articles, photos, ads, President's columns; and any other content – and turned it into the polished magazine that ends up in our mailboxes.



**The Best Brakes.
From the Best Source.**

**PFC
BRAKES**

**HAWK
PERFORMANCE**
BRAKE PAD TECHNOLOGY OF *CARBON*

PAGID

Meet Mark Francis: OG Racing's Trackside Support.

He's a 20 Year Potomac PCA Member. He has an unhealthy obsession with anything Porsche. He knows a lot about brakes. You might find him at your next PCA offering free brake advice.

OG RACING

Your Source for Motorsports Safety Equipment • www.ogracing.com • 1.800-934-9112

Founders' Region officers

President: David Dean
president@pcapotomac.org
Vice president: Mia Walsh
vicepresident@pcapotomac.org
Treasurer: Michael Handelman
treasurer@pcapotomac.org
Secretary: Gary Baker
secretary@pcapotomac.org
Past president: Howard Hill
pastpresident@pcapotomac.org



David Dean



Mia Walsh



Michael Handelman



Gary Baker



Howard Hill

Drivers' Education

Drivers' Education Chairs: Dirk Dekker & Bob Mulligan
dechair@pcapotomac.org
Registrar: Carol DeZwarte, Chris Mantzuranis
deregistrar@pcapotomac.org
Cashier: Roger McLeod, Jr.
decashier@pcapotomac.org
Track coordinator: Brian Walsh
trackrentals@pcapotomac.org
Chief instructors: Dan Dazzo, Steve Wilson, & Don Mattran
chiefinstructor@pcapotomac.org
Tech chairs: David Diquollo & John Vrankovich
tech@pcapotomac.org
Track stewards: Tim Kearns, Steve Vetter, & Michael Handelman
tracksteward@pcapotomac.org

Programs

Autocross: Jim Musgrave, Steve Bobbitt
autocross@pcapotomac.org
Drive & Dine: Ken Harwood, Glenn Havinovski
driveanddine@pcapotomac.org
Club Race: Kenneth D'Angelo, Pat Kaunitz
clubrace@pcapotomac.org
Concours: John Truban, Kevin Naughten
concours@pcapotomac.org
Historians: Fred Phelps, George Whitmore
historian@pcapotomac.org
Legal officer: Gary Sidell
legal@pcapotomac.org
Membership: Edward Hahn
membership@pcapotomac.org
Community service: Chip Taylor
communityservice@pcapotomac.org
Rally: Craig and Linda Davidson
rally@pcapotomac.org
Safety: Tim Kearns
safety@pcapotomac.org

Social, meetings: Pat Kaunitz, Wendy Chetney
social@pcapotomac.org
Sponsor: Scott Bresnahan
sponsor@pcapotomac.org
Volunteer coordinator: Jonathan Van Hise
volunteers@pcapotomac.org
Zone 2 Rep: Cheryl Taylor
zone2rep@pcapotomac.org
Webmasters: Ken Harwood, Ron Flax
webmaster@pcapotomac.org

Model Experts

Cayenne: Ken Harwood
cayenne@pcapotomac.org
Cayman: Chad Todd
cayman@pcapotomac.org
356, 912: Tim Berardelli
356@pcapotomac.org
911 (older): George Whitmore
911@pcapotomac.org
930, C2, C4: Roger Bratter
930@pcapotomac.org
Boxster: John Eberhardt
boxster@pcapotomac.org
914, 914/6: Ray Plewacki
914@pcapotomac.org
944, 968: Charlie Murphy
944-968@pcapotomac.org
924: John Brown
924@pcapotomac.org
928: Kevin Lacy
928@pcapotomac.org
993: Jose Herceg
993@pcapotomac.org

der Vorgänger

Publisher: Glenn Cowan
dvpublisher@pcapotomac.org
Editors: Glenn Cowan, Michael Sherman
dveditor@pcapotomac.org
Advertising: Tony Kelly
advertising@pcapotomac.org



info@ssiauto.com
www.ssimotorsports.com

1735 E. Joppa Road, Parkville, MD 21234 410-668-1100

Porsche and German Auto Specialists

General Repairs
Performance Services
Race Preparation
Track Support
Engine Rebuild
Transmission Rebuild

Owner: Sloan Palitti
PCA Potomac Member
and DE Instructor



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.



April

- 6 National Instructor and Instructor Day Summit Point Main
- 7 Potomac's First Saturday Brunch - City Grille (Manassas)
- 7 Drive & Dine, The Distillery Drive, 1pm - 3pm
- 7-8 DE Summit Point Main
- 14 Wine Bootcamp at Little Washington Winery
- 20-23 Drive & Dine, Hershey Swap Meetup
- 21 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm
- 28 Shortest Distance Rally
- 29 Autocross School, Summit Point - Washington Circuit

May

- 4-6 DE Pitt Race
- 5 Drive & Dine Spring Drive #1
- 19 Drive & Dine Spring Drive #2
- 19 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm
- 20 Autocross #2, Bowie Baysox Stadium

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.

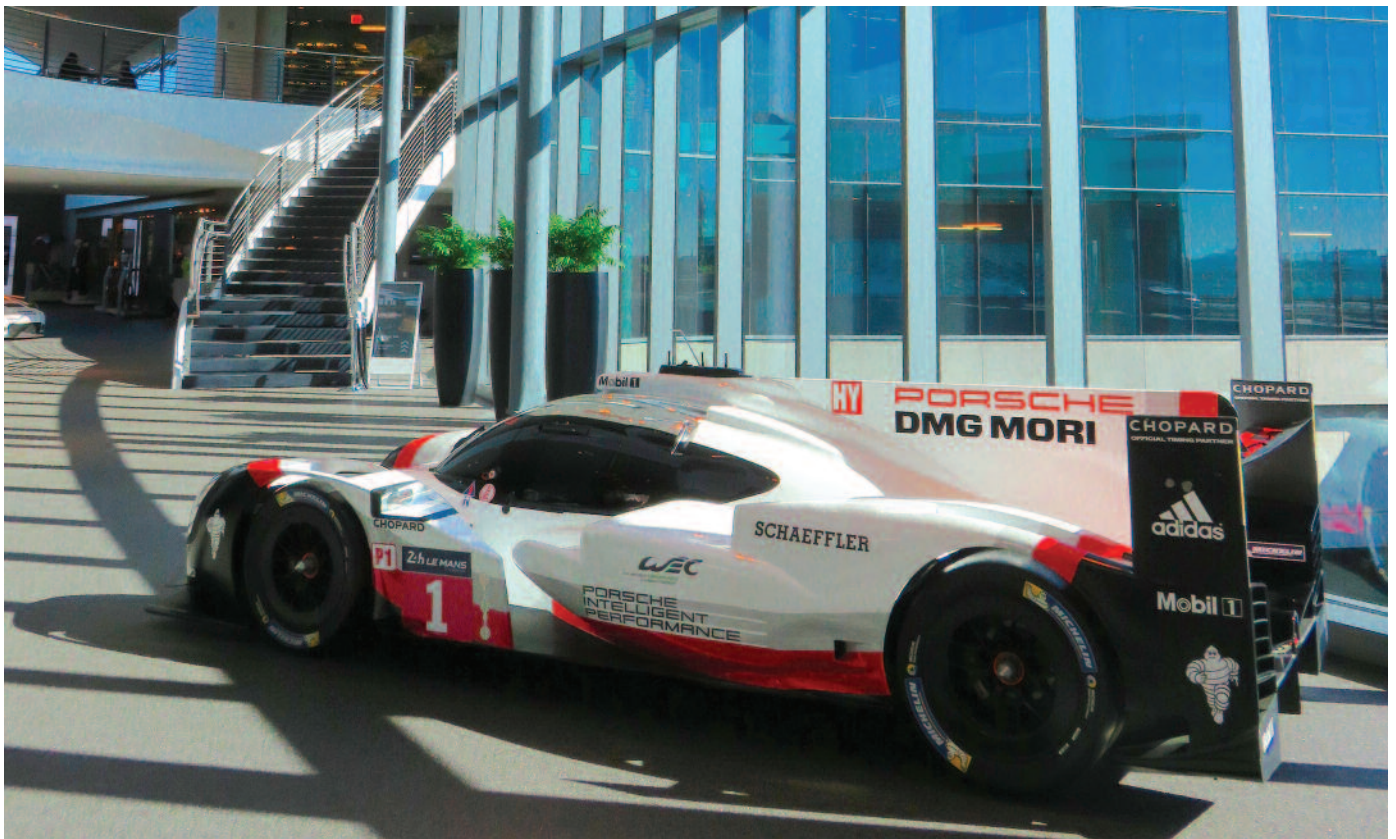
Potomac Monthly Brunches

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.





Porsche's Playground

Story and photos
by Tom Neel

To non-engine loving types, the words natural aspiration might conjure up thoughts of breathing in the vapors of an exotic organic tea. This while rolling up your purple yoga mat after posing in downward dog. VISUAL FLASH!!! The scene cuts to a 2018 Porsche GT3 powering insanely out of a turn. Its rev counter, unencumbered by a compressor, rockets to 9000 rpm, where dogs howl, cats scream, and gasoline loving humans become ape like in their behavior. Come with me to the jungle, Porsche's Playground and likely the end of an era.

Okay, let me back up for a moment in trying to move us forward. I have been working for months helping a friend configure a very special 2018 GT3. While this friend has chosen the Touring Package option, à la 911R, he's also very good friends with that person known as Porsche's GT boss. So let's say, I may have caught wind of the new GT3 being, dare I say, very special. As we would discover, it's new 500 hp, 4.0 engine, coming straight from the GT3 Cup Car, would deliver big mid range gains over the last generation engine, via many new mechanical parts and a new slippery cylinder coating.

As luck would then have it, another friend, whose name shall be kept anonymous here, acquired a beautiful 2015 GT3. The 475hp 991 version and rather

loaded. Upon doing so, he invited me for a ride. One which unexpectedly, but happily, had me adjusting the driver's seat to suit my shorter legs. Once at temperature, the Sport PDK button was depressed. Thus, we woke the devil within, while simultaneously turning the edges of our mouths upward, and showing ample amounts of teeth. School boy laughter followed in abundance! My 5 mph entrance onto an unnamed entrance ramp, to a no named highway, was followed by a sudden spasm in my right leg, sending my right foot to the floor. The net missile like result had us seeing three digits by the end of the ramp and a buck twenty soon after. Oh, my heart be still. We both agreed, the fact that it had tags was asking for trouble.

Fast forward - (literally). Journalists have now all praised this latest version of the GT3. It seems to have parted the sea. Holly roses, how much better could what I have just experienced be? I hate to say I wanted to find out, but that would be a big fib! I wanted to very badly. So, I took one for the team, grabbed my lady and went to find out. In the process, I could also bring you a review of the new Porsche Solis Hotel, and the place now lovingly coined as Porsche's Playground. This would be a quick, fly down and back, trip to nirvana.

Porsche's North American headquarters and its east



coast Porsche Experience Center, or PEC, are very appropriately placed at the northeast corner of Atlanta's Hartsfield-Jackson International Airport, on the eastern edge of runway 26R. While those working in the headquarters may not appreciate the constant arrival and departure flyovers, they do a nice job of noise canceling the constant barrage of tire crying, sport exhaust optioned Porsche's negotiating the Center's multi-disciplined closed course. The two complement each other's abundant decibel levels, and Porsche was smart in thinking the best place to hide its egg, was under a chicken! The best ears in Atlanta will never rustle up a complaint.

Ranked #1 as the country's busiest airport, ATL checks many boxes, though the area right around it isn't spotless and many hotel options nearby are unpleasant at best. But Porsche's headquarters compound shines like a new penny and is an oasis in a sand storm. So, while maybe always part of the plan, the need for their own branded Solis Hotel was without question. Adjacent to their headquarters, (by foot, not a minute away), the award-winning HOK Architects firm, which also designed Porsche's Headquarters, have created two modern buildings which

truly complement each other. Only opened since November of 2017, the Solis is still cutting its teeth a bit, but there's much here to appreciate, including Porsche branding, well-appointed rooms, the Apron restaurant, and a small, but reasonably stocked Porsche gift shop. We found the staff very friendly and helpful. In this writer's (and enthusiasts') opinion, if you are visiting Atlanta and need to stay near the airport, the Solis is a solid choice. But, if you plan to visit the PEC, it should be your only choice!

Our flight and hotel arrival allowed for a light late lunch at the Apron, then with a nice bottle of Cabernet and our 7th floor window perch, we thoroughly enjoyed watching classes happening on the course below until about 6pm. As not all rooms have this view, request it, and note, the same view overlooks the constant ATL arrivals. We really enjoyed it; noise was never an issue, (flights ended by bedtime). So it was back down to the lobby level's Apron Restaurant for a proper dinner. The Solis Hotel has two restaurants, the other being the open air, roof top Overdrive Lounge. Unfortunately, it being on the 8th floor and truly open air, it's seasonal. While closed, we went up to see it and under the right conditions, it would have

been nice, if for nothing else, a nightcap!

A good breakfast gave way to a new day's task at hand. Both Linda and I came here for good reasons. She to drive the Macan GTS and me the new GT3. As we recently purchased a Macan S, driving the GTS



with an instructor by her side, properly pushing the boundaries of its limitations, we felt was more than recreational. It's just plain smart to reboot your driving skills, and one of the wonderful things about what Porsche is actually offering here. This is a place to enhance your driving skills with not only a knowledgeable driver, but a Porsche product specialist.

Linda's instructor, Justin Webb, splits his time between his employment with Porsche and as a movie industry stunt driver. Their time together wasn't just high speed driving, it was the full gamut they have to offer including a slalom course (think cones), low friction handling course (think undulating polished surface), low friction circle (think water), kick plate area (think having your ass end pushed from under you, requiring quick reaction times and spins... and more water). Also, launch control (think oh boy I'm a bullet), and in Linda's case a bit of off road, where she learned on a 50 degree incline, the Macan is a plenty capable all wheeler. Ladies, she found the experience and Justin, very valuable!

Now before I seat you into my

experience with the new GT3, let me share just a bit about the Center itself. This is a headquarters, experience center, customer delivery destination and classic restoration facility all in one. It's just as much a place visited by Porsche employees, as it is enthusiasts. What Porsche has so masterly done, is amortize their investment in a crafty way. They needed a headquarters building, why not maximize it? Frankly, I look at the driving experience part of it as customers paying for R&D. It's smart. The customer gets a great experience and Porsche gets valuable information from the cars they drive.

So while the true experience of the experience center revolves around driving, the experiences do not end there. The PEC also provides a small museum, a configuration area with every interior/exterior option and paint sample one might imagine, a driving simulation area, the 356 restaurant (lunch Tues. - Sat./dinners Thurs. - Sat.), and as you might imagine, a well-stocked gift shop. The cars you see on the atrium floor and museum are ever changing. The museum was featuring the history of the 356, but otherwise a bit light on real things of importance. As a model builder, I can share that one great display they have is two long cases near the information desk, featuring pretty much the entire Porsche history, both production and race cars, in 1/43 scale. It's nicely done.

Your time before getting in any car at PEC is a 5 minute, very casual chat with your instructor, in our case, outside overlooking the course. We then went straight to the cars, had maybe a few minute discussion there and off we went. I took a moment as we got going to ask my instructor Kyler Graham for comparative thoughts with this 991.2 GT3 and the last 991



GT3. After all, he literally has thousands of hard driven miles in both cars. He didn't hesitate with his feelings of the new car's improvements, both in the engine and the chassis. Then I got to see for myself!

The model I was driving was equipped with Porsche's brilliant PDK, and I must admit, as much as I love a manual, much of this car's brilliance is completely lost on stirring the pot by hand. Trust me, you may not think it's as fun as a manual, but on the track, it is, and its way better than you, even if you use the flippers yourself. The transmission knows exactly what the car wants way before you do and it brilliantly delivers it instantaneously. 100mph, hard on the brakes into a hard right on this course and it's in complete partnership with not only you, but the rest of the car. The down shifts then, like 3rd to 2nd, comes right where they should be and without a thought. I will say, much like the older version, 2nd gear is tall. It hands off to 3rd around the 75 mph range, with a firm wallop! This, in tandem with this 4.0's punchy mid range gain, gets your attention. Especially exiting the course's short front straight, part of a long double apex, with foot on the floor, where this car's rage is timed perfectly at that second apex - full tilt! The guard rail and a tight right cometh quickly!

PEC's course is not just tight, it's like squeezing a golf ball through a garden hose. It's Monaco triple high guardrail tight, with no run off and no place for even a small mistake, especially at GT3 capable speeds. Kyler was very happy with this old man's performance, (by not deploying the airbags), but for the fun it, at the end of our time together, with the need for my insurance waver behind me, (\$50. brings your risk down from \$10K to \$2K), I had him crack off a couple of laps. This is a family publication, but holly S- -T was he threading the needle! Which brings me to four wheel steering. It works, especially because you can't tell it's working, you just know this chassis configuration couldn't do this as effortlessly as it does. Steering input is not as demanding, even here. This car threw down a 1.3 lateral G around this course. Damn.

For fun we also did multiple launches of the GT3, which is an easy process, but processing its animal behavior is mind boggling. Left foot on brake, right on gas to the floor, lift brake, it leaves, crying for the Keds to bite, finds it's way through the tall 2nd gear, which seems to rob 3rd of its rightful time. But when it's time comes, your neck knows about it! Whoo hoo to 84mph and then hard on the PCCB grippers! They work so well. Yes, possibly not the best choice for budget minded club racers wanting to avoid \$12K brake jobs, but for everyone else, shazam!

I should quickly share that the car I was driving

had over 1800 miles on it, all of them hard miles done here. The instructors shared that during corporate events these cars aggressively launch themselves over and over, hundreds of times in their thousands of miles of duty here and they've never seen one break. So then what? They get the once over and are then (drum roll please), sold at dealers, and then to us. To that I say this. If you are worried about trying out your Porsche's launch control, don't be.



So, the GT3. Street vs the track, new vs old. I'm sorry, license plates aside, any 991 GT3 is a razor sharp track tool. Street time is simply an exercise in its under utilization or looking cool. I would honestly say for the street, the GT3 is a complete waste of money, unless of course you have money to waste, then it's a completely logical choice. I sum up a reasonable comparison between the new one and old like this. Decades ago, I witnessed the space shuttle taking off with a friend who had seen many launches. As this thunderous, flame blowing aircraft was climbing, he says to me, "Ya know, the old Saturn 5 rocket that lifted the Apollo, was faster." Now really, I was thinking to myself, as if it really makes a damn difference, and to that I close with this.

If you have a 2014 -16 GT3 and are wondering about getting a new one, keep it. If you want a GT3, those years are falling well below MSRP and it's good time to buy. If though, you own a new one, or have a new one coming, oh boy are you lucky. You'll love it! I frankly think the Touring Package versions are going to hold their value longer classically, but who knows. I do know, one electrifying day in the near future, Porsche's just won't sound like this anymore. The new GT3's 4.0 is the last of the naturally aspirated engines, the end of an era is near, and Porsche has ended it all on a most elevated high note. A wonderful growling high note at that. Go ahead, visit their playground and see! ■

2017 PCA Awards Banquet

Story by Mia Walsh. Photos by Pat Kaunitz.

Right: From left to right: Steve Wilson, Dan Dazzo, Don Mattran, Brian Walsh, Bob Mulligan, Dirk Dekker presenting the Instructor of the year award to Chip Taylor.

The 2017 Sponsor and Volunteer awards ceremony was held on February 24th, 2018 at Maggiano's in Tysons Corner to a sell-out crowd. PCA Potomac members, sponsors, volunteers and guests joined together for cocktails and a family-style dinner to celebrate the successful 2017 season. A special thanks to Social Chairs, Pat Kaunitz and Wendy Chetney, for organizing this amazing event!

The cocktail hour featured displayed hors d'oeuvres and passed red and white house wines. Animated guests traded stories about the "season" – whether it concerned Auto Cross, Concours, Rally, Drive and Dine, DE, Club Racing, Community Service or our "infrastructure" – DV, website, membership, Exec. These Porschefiles are enchanting storytellers!

The evening continued with an Italian dinner for which "Nonnas" all over the region would have been proud. Our program continued with President, David Dean, and Sponsor Chair, Scott Bresnahan, giving praise and thanks to our generous sponsors throughout the year. Our Drivers' Education leadership presented their "Instructor of the Year", which rivaled any stage from the Oscars in their presentation. Finally, the President continued by honoring his special recipients with their President's Awards, for going over and above for their contributions to our club.

Enthusiast of the Year

- Ken Larson

President's Awards

- Ed Hahn
- David DiQuollo
- Michael Sherman
- Craig Davidson
- Linda Davidson

Instructor of the Year

- Chip Taylor

2017 Sponsors

Allstate - Scott Bresnahan
Angie Bresnahan Realtor, Real Estate Angel



Auto Sportsystems Group (ASG)
Auto Therapy
Autobahn Service, Inc.
Bill Scott Racing (BSR) Summit Point
Craftsman Auto Care
Euro Pros
Fitzwater & Dean
Foundry Wealth Advisors
Glass Jacobson
Grenier Law Group
H and H Auto Garage
Hunt Country Homes - Hunt McMahon
INIAV
Intersport
MDS Mechanical
Morais Winery
Odds and Ends Detailing
OG Racing
Porsche Club of America
Porsche Cars North America – Porsche USA
Porsche of Arlington
Porsche of Silver Spring
Porsche of Tysons Corner
Radial Tires
Reliable Performance Modifications (RPM)
Ruby Summit Point
SSI Auto and Motorsports
Turbo Performance Center (TPC)



Left: 2017 Autocross winners.

Below: Enthusiast of the Year Ken Larson.

Autocross winners

Class	1st Place	2nd Place	3rd Place
Stock 1	Max Moser		
Stock 2	John Clay	Pam Clay	
Stock 3A	John Bendekovic	Marcus Frank	
Stock 3B	Greg Hartke	Arthur Orton	
Stock 4	Howard Leikin	Chris Ritter	
Stock 5	Scott Borden	Mark Kissel	
Production 1	David Stoesser		
Production 2	Ken Larson		
Production 3	Stephanie Orton		
Production 4	Dean Moheet	Jim Musgrave	Lara Peirce
Production 5	Bill Calcagno		
Improved	Chris Nolan	Steve Bobbitt	
Modified	John Vrankovich		



35th Deutsche Marque Concours d'Elegance

Story by John
Truban and
Kevin Naughten,
Concours chairs

This year's 35th Annual Deutsche Marque Concours d'Elegance will soon be upon us. Billed as the Potomac Porsche Club's premier annual concours and hosted along with the DC Region's Mercedes Benz Club and BMW Club for its 35th year, this is a great time to view some of the areas nicest German automobiles. Bring your Porsche out to the show to compete for awards and to display. The all-day event is complete with car displays, food and merchandise vendors and followed by an awards reception. Porsche of Silver Spring is our new major sponsor this year and we want to thank them for their generosity and the exciting new plans for the show!

Potomac Porsche Club Concours Chairmen John Truban & Kevin Naughten have chosen a diverse and highly qualified group of Judges. The Judges will be scoring cars based on cleanliness of the exterior, interior, engine and trunk compartments. We do not score the undercarriage of the car. We have designed the car classes to allow for the widest range of Porsche automobiles to compete and be shown. We have many familiar classes while adding two additional classes this year. We have added a Modern Production Class for Cayennes, Macans and Panameras, as well as brought back the Outlaw Class for all Porsches that have been noticeably modified from the original specifications.

This year's Deutsche Marque will be awarding Class Awards for 1st, 2nd and 3rd places. We will also be awarding five Grand Awards, listed below. The Best of Marque Award will be given to the top scoring Porsche on the show field. This winner will then compete against the Mercedes Benz and BMW recipients for The Spirit of the Marque Award – the top honor.

Pre-registration is highly suggested as space is limited and this speeds up your registration process.

Registration starts March 15, 2018 6:00 PM and is located at: <https://www.motorsportreg.com/events/35th-deutsche-marque-concours-d-elegance-nottoway-park-pca-potomac-founders-424124>

The entry fee for the concours is \$30 per car (\$40 after April 30th and for on-site registration). Registration includes one wine and cheese awards reception ticket. Additional wine and cheese reception tickets are available at \$15 each. In order to allow us to plan appropriately for the number of guests, please register in advance. There is no charge or need to register to attend the concours as a spectator.

The official website for the 35th Deutsche Marque Concours d'Elegance is www.dmconcours.com.

Event Schedule

8:30 AM - Field opens to show participants for placement onto the field.

9:00 AM - General admission begins.

10:00 - AM All cars whose owners wish them to be judged must be registered, and cars placed on the field. If you would like to be judged, PLEASE have your car on the field by 10:00 AM. We do our best to judge everyone consistently and fairly and can do this best if we have sufficient time. Thank you!

10:30 AM - Judging begins.

2:30 - 3:00 PM - After the judging is completed, scores are tallied, and winners determined, we will announce winners at the wine and cheese reception.

3:00 PM - Wine and Cheese Reception - Awards for all clubs will be presented at the Wine and Cheese Reception.

(There is a rain date of May 20st should that be needed)

Top Trophy

The Spirit of the Deutsche Marque Concours Award – chosen by the Porsche Club, BMW Club and Mercedes Club Chairmen from the three Best of Marque winners. Given to the top German Automobile that best exemplifies the spirit of the Deutsche Marque Concours.

Grand Awards

Best of Marque Award
Chairman's Award
Most Significant Porsche Award
Best Design Award
People's Choice Award



Presented by Porsche of Silver Spring

**May 6th, 2018
Nottoway Park
9601 Courthouse Rd
Vienna, VA 22181**

Class Awards

356 All Years, Early Aircooled 911s, 912 & 914 - (1964 to 1976), Mid Aircooled 911s (1977-89), Late Aircooled 911s (1990-1998), Modern 911 (1999 - 2018), 924-944-968-928, Boxster/Cayman, Modern Production (Cayenne, Macan, Panamera), and Outlaw Class (For all Porsches that have been noticeably modified from original specifications)

The Judging Process

Last year marked a change in the way the Deutsche Marque Concours d'Elegance operated. In the past we had a wash and shine class for those who simply wanted the outside of the car looked at and not be "fully judged." We also had a judged class that was scored on the cleanliness of the car inside and out.

This year the 35th Annual Deutsche Marque Concours will combine the two groups to have one judged group of cars on the field. Every car on the field will be eligible for awards, of which some are not based on cleanliness at all, such as the Best Design Award, People's Choice, Chairman's Award and Most Significant Porsche Award.

We recognize that while some feel their car is not prepared to compete amongst other cars that are freshly restored or kept in a bubble, this competition is designed for all Porsche owners to have fun displaying their car alongside their fellow Porsche Club members and enjoy the Concours experience. The cost is the same for everyone, so why not get the full experience.

The process for the judging will work as follows:

1. At 10:30 am the judging will begin. We will be judging in the order of how the class list appears. Beginning with 356's and ending with Outlaws. There will be more than one judging team so be prepared.

2. The team of judges will arrive at your vehicle and introduce themselves.

3. They will ask you to briefly tell them about your Porsche. This is your opportunity to tell the judges about the history of your car, what is special about it or any modifications you have made.

4. They will then walk around the vehicle and look at the outside of the vehicle. They will be looking at everything that is visible to the eye. They will not be looking under the car or in wheel wells.

5. They will then ask the owner to open the doors, trunk and engine compartments. They will walk around inspecting each of those areas.

6. If your vehicle is a convertible, you may display it with the top up or down. However, if the top is down the judges will ask for the top to be raised momentarily during judging so that it may be inspected.



7. The judges will then ask the owner to close all of the compartments and doors.

8. The judges will deliberate to the side away from the car.

9. After scoring the vehicle the judges will thank the owner and move to the next vehicle.

The 35th Annual Deutsche Marque Concours will be an exciting time to bring your Porsche out and meet new friends and learn new things.

*Continued on
page 19...*



Award winning BBQ
Entry to Claude
Moore Colonial Farm
Concours
Games
and More!

SATURDAY MAY 12TH PAVILIONS OF TURKEY RUN

6310 Georgetown Pike, McLean, VA 22101

11 AM *Open Board Meeting*

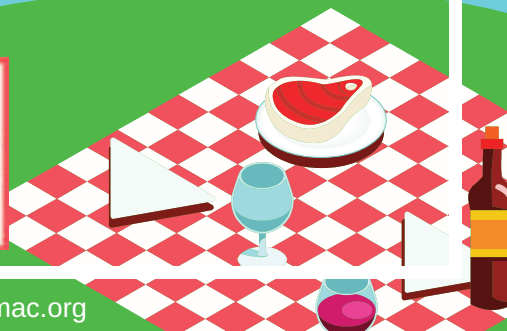
Noon - 4 PM *Picnic*

\$20 Adults
\$10 Children 5-11

msreg.com/PCAP2018Picnic



more details: social@pcapotomac.org



CRAFTSMAN
Matt Curry's
auto care

Matt & Judy Curry

The Art and Science of Auto Care at its BEST

The legendary team from Curry's Auto Service has been reunited to finally bring you the old-world craftsmanship with the advanced auto care that you and your vehicles deserve.

Car Club discounts | Track Prep | Suspensions, Brakes, upgrades and tuning

7001A Manchester Blvd • Alexandria, VA 22310 • 703-719-7606 • Check us out at CraftsmanAutoCare.com

Judges

Concours Chairman – John Truban Jr.

John has been a PCA member for 18 years and is the owner of Truban Motor Company, along with his wife Charlene, which specializes in vintage Porsche sales. They attend many regional and national Concours and have had the privilege of showing and competing at the Porsche Parade, Pinehurst, Hilton Head, Greenwich and the Inn at St. John's. They currently own a variety of Porsches including a 1972 Porsche 911S, 1989 Speedster and 1998 993C2S Coupe and a 2016 Gulf Orange Macan as a daily driver.

Concours Vice-Chair – Kevin Naughten

Kevin has appreciated German autos since the age of 16 and has since graduated from Volkswagen. He joined PCA with his wife, Trish, in 2013. They regularly attend local PCA Headquarters events, as well as many PCA Potomac Drive & Dines, golf, charity, and social events. Kevin started volunteering with PCA Potomac in 2014 by flagging for the PCA Cup Races at Summit Point. They are the current caretakers of a Platinum Metallic 1982 911sc Targa with 280,000 miles.

Chief Judge – Ron Gordon - National Porsche Parade Chair and Werks Reunion Head Judge

Ron Gordon has been involved with Porsche Club since 1983. His first Porsche was a 1983 944, which he campaigned nationally. He has been awarded Class Awards at the Porsche Parade, Best of Marques at the Deutsche Marque Concours in the 1980's and 1990's. He also won an Amelia Award at the 2000 Amelia Island Concours. He has previously held the positions of Potomac Concours Chair and Deutsche Marque Concours Chair. He was the National Parade Concours Co-Chair from 2013-2015. He is the current National Parade Chair and Chesapeake Concours Co-Chair. He has held the position of Werks Reunion Head Judge for Monterey in 2015 and 2016.

Darryl Nichols – of Odds and Ends Detailing

Darryl caught the Porsche bug at an early age. After moving to the Northern Virginia area to attend college for Engineering, he began to "wash and wax" cars for employees of the school during a summer mail room job. After leaving the audio/video engineering field, Odds and Ends Detailing was founded in 2010; an Adam's Polishers dealership since 2011. Today, it's a full time shop that offers full service cleaning and rejuvenation, as well as retail sales. The shop also sponsors many of the local clubs and supports quite a few charity events throughout each year. Darryl is a 10 year PCA member and has owned many Porsches throughout the past 15. Currently, there's a 1999 911 Cabriolet and a 2006 Cayman S.

Dan Rowzie – Past Potomac Region President and National Officer

Dan Rowzie has served the Porsche Club in many capacities. He held the position of Potomac President in 1969, Zone Representative, National PR Chairman and National Treasurer of the PCA. He has attended many Porsche Parades and competed in the 69, 70, 71 and 72 Porsche Parades. Dan Rowzie has had the privilege of personally owning and enjoying a 550 Spyder, 1958 356 GT Speedster, 1959 356 GS Coupe, 904, the 1973 911 RSR that won at Sebring and many other special Porsches. Dan participated in the 1975 Cannonball Run.

Barry Deuel

Barry Deuel has owned numerous Porsches over the last quarter of a century and managed many complete restorations. An owner of four 356 B & C Coupes, a 1960 Roadster and a 1958 Speedster, as well as numerous early 911's, Mr. Deuel has a wide range of experience with Porsche. Barry has assisted the Concours Committee with numerous events such as the European Festival, Gathering of the Faithful and past Deutsche Marque Concours. Another interesting fact is that Mr. Deuel has owned 11 different Volkswagen GTI's since their inception.

Lewis Hauser – Restorer and Owner of Karosserie Ltd.

Mr. Hauser is nationally recognized for the highest quality restorations of 356's and early 911's that have won prestigious awards at the highest level of competition in the United States. He completed the restoration of the 1951 Porsche 356 Coupe that sold for more than \$1,000,000 at auction, after it having won multiple 1st Place trophies. Lewis is a 30 year PCA member and owner of a 1958 Speedster, a 1955 Porsche 356 that attended the First Porsche Parade, as well as numerous other Porsches.

Bruce Bade

A PCA member in Los Angeles in the 1960's, and later rejoining the PCA in 1999 after an absence while living overseas. Mr. Bade has been a Porsche Owner's Group (POG) member since 1999. Bruce and his wife, Ginger, have owned a 356A coupe since 1967 and have accumulated a 1987 928S4 (since 1998), a 1995 928 GTS (since 2009), and a 2007 997 Turbo (since 2013). The 928 GTS was awarded a First in Class at the 2013 Traverse City Parade Concours and a 2nd in Class at the inaugural East Coast Werks Reunion. Bruce Bade has judged numerous shows.

As well as a few more special Class Judges!



Driving the Lincoln Highway to Virginia

Petit Le Mans is on the way home...

Story and photos
by Hank Allen

The great thing about driving across our great country is that you must drive back, and that Road Atlanta is sort of on the way home. Having taken the remnants of Route 66 to California, I decided to return on what remains of the Lincoln Highway. This northern route established in 1913, predating Route 66, linked Times Square to Lincoln Park in San Francisco. On 30 September I left San Francisco toward Sacramento over the Sierra Nevada Mountains to Lake Tahoe. As I turned off I-80 onto California Route 89 a sign commemorating the 10th Mountain Division reminded me of the soldiers who had trained at Squaw Valley prior to deploying to Northern Italy in 1944. Squaw Valley was also the site of the 1960 Olympic Winter Games. The air was crisp, and snow could be seen on the mountains around the lake. After a stop for espresso along the lake shore I headed back to the Interstate toward Reno and Elko, Nevada.

At this point the Lincoln Highway runs further south than I-80 but since the weather was turning colder, I decided to stay on the new highway. That would turn out to be the right choice. The next morning in Elko although the frost on the windshield did not last long it was a precursor. I increased the inflation in my tires as recommended by Bibendum

Michelin for wet conditions. There were signs for the last casino in Nevada as I drove over the pass in West Wendover and the Bonneville Salt Flats shown in the distance. Wendover was once famous for being the site of the completion of the transcontinental telephone line. Promontory Point, its equivalent for the rail road, is located on the northern end of the Great Salt Lake. When I stopped to examine the lake, it became evident the weather was turning. Dark clouds were moving in from the east. By the time I reached Salt Lake City it was raining and sleeting, making the road quite treacherous. Not many 911s to be seen, but this one did just fine. An hour later the storm had passed, and the sun provided magnificent scenery through the canyons. That did not last for long. The snow returned in Wyoming and dramatically reduced visibility. This was officially an adventure! I was glad I had packed a knit cap, gloves and a coat. After two storms and a stop in Rawlins to clean the windshield, I arrived in Cheyenne. After a long day, I had no trouble falling asleep. The next day I decided that I would head south at Lincoln, Nebraska. After four hours on I-80 it was very evident the Nebraska mascot was appropriately named.

Many events on this trip were serendipitous. In

Saint Joseph, Missouri, I saw a sign for Leavenworth, Kansas. I head west at Platte City and crossed the Missouri into Fort Leavenworth, Kansas. This beautiful Army post was founded in 1827 and is famous for the establishment in 1866 of the African American 10th Cavalry (Buffalo Soldiers) who fought for the Union and were responsible for protecting the settlers moving west. The older part of post is historically significant while the new part is technologically advanced. It is now home to the Training and Doctrine Command and several senior officer schools including the Command and General Staff College tasked with educating mid-ranking officers for command and positions of greater responsibility. Thirty years ago, our family had spent a rewarding year there while I was a student. Today it serves the same educational purpose, while also allowing Army personnel to spend time with their family after numerous deployments. As I drove around the housing areas, our old quarters had fortunately been replaced. The houses were new but the enthusiasm of the young officers I met was clearly evident. I stopped for a visit to the Buffalo Soldier Monument before driving through Leavenworth and on to Kansas City.

In the morning it was off to Saint Louis and then south toward Memphis. When I crossed the Mississippi River I got directions and drove down to the Lorraine Motel. Although this civil rights memorial has been criticized by some. I found it quite moving. As I stood in front of that balcony, many images of Martin Luther King flashed through my head. Let us work to fulfill his legacy. Next stop was Beale Street, home of the Delta Blues. I walked where W.C. Handy played and Furry sang the Blues. As I drove toward Nashville, I listened to Crossroads and Spoonful and other songs by Robert Johnson, Bo, B.B., Eric and many others.

Wednesday 4 October would be dedicated to driving the Tail of the Dragon to the Tapoco Lodge. From Nashville you take I-40 to Farragut and head south on I-140 to Route 129. The 318 turns in 11 miles start at the south end of Chilhowee Lake and run across the Tennessee/North Carolina border at Deals Gap. Deals Gap is motorcycle nirvana. The road is great fun, if you do not let hubris carry you away, and keep an eye out for the many motorcycles. After two runs it was time to check-in at the Lodge. It is a great place to stay: good food, well-appointed cabins and nice views of the Cheoah River. The following day after a hearty mountain breakfast it was time for one more run up and back on the Tail. I then continued down a more docile portion of 129 through the Chatahoochee National Forest in Georgia.

Upon arriving in Dhlonega, I decided to see if I

could get into Camp Merrill, named for Brigadier General Frank Merrill. He led his Marauders in Burma during World War II as they conducted guerrilla warfare against the Japanese. The Camp is the site of the mountain phase of the U.S. Army Ranger School. The Camp has changed some since we trained there 44 years ago! The intensity of the training, the mountains and the ice-cold lakes and streams have not. A few of the cadre humored me as I asked them about the current Ranger Class. Clearly, the kids are all right! Next stop, Road Atlanta, to pick up my tickets for Petit Le Mans.



The two major races at Road Atlanta took place over the weekend. Friday would focus on the two-hour Continental Tire SportsCar Challenge (CTSC) while Saturday would have the ten-hour Petit Le Mans IMSA WeatherTech SportsCar Championship (WSC) race. A little after seven I arrived at the track and parked in the PorschePlatz. The sun was coming up and activity was just starting down in the paddock. This is a good time to visit pit lane and the garages before the crowds and security guards arrive. The cars are being prepared for final warm-up or qualifying and repairs are being made to those having suffered a shunt during practice. As the sun rises the fog dissipated and the Porsche GT3 Cup cars started moving to pit lane. Time to hike up the hill to see what vendors have to offer. I purchase two 911 prints from artist Steve Petrosky to later have them signed. After a coffee and an egg sandwich I return to the Platz overlooking Turns 9 and 10 to watch the Porsche GT3 Cup race. Team Ted Giovanis Motorsport (TGM) owner and drivers Hugh Plumb and Guy Cosmo come by the tent to talk. Ted is not driv-



Experience performance with confidence.

THE ULTIMATE CHOICE FOR PEOPLE WHO KNOW PERFORMANCE



- Sought after by the world's best.
- Feel confident and in control during high-speed maneuvers.*



MICHELIN

Performance Sport

Michelin® Pilot® Sport PS2™

*Exceeding the safe, legal speed limit is neither recommended nor endorsed.

PCA POTOMAC DISCOUNTS
Porsche specialist tire advice
Race, DE and Autocross tires
Expert service and support

**Supporting PCA Potomac
for more than 20 years.**

Radial Tire Company

9101 Brookville Rd Silver Spring, MD (301) 585-2740

Please call for Directions
www.RadialTire.com



GRENIER LAW GROUP. PRECISE HANDLING, TURBOCHARGED AND INCREDIBLY RESPONSIVE.



If you need the services of the best personal injury lawyer around, look no further than Peter Grenier and Grenier Law Group.

Peter has been named "Washington's Hottest Personal Injury Lawyer" by Washingtonian Magazine and has also been honored by the National Law Journal for achieving one of the top 100 largest annual verdicts awarded in the US — this among numerous accolades for his work over the years.

For a free consultation, contact Peter at **202-768-9600** or via email at pgrenier@grenierlawgroup.com. As his clients will readily testify, Peter is absolutely driven to get results.
www.grenierlawgroup.com



PLLC

Peter Grenier. "Washington's Hottest Personal Injury Lawyer"



ing due to an accident in Canada earlier this season. TGM has had a challenging season and is now only running the #4 Cayman GT4 but they continue to fight and look forward to 2018. In 2018 they will field two Mercedes AMG GT4. After lunch the CTSC Open Grid is an opportunity to see the cars up close and talk to some drivers.

At 1:50 the green flag waves with the pole sitter Paul Holton's #76 McLaren 570S GT4 getting off to a good start. The PCA organized garage and transporter tour in the paddock is always worth signing up for. Here we visited the #28 Porsche GT3 R Alegra Motorsport Team. For Petit Le Mans Daniel Morad was joined by Michael de Quesada and Porsche factory driver Michael Christensen. At the Porsche Team garage Nick Tandy and Earl Bamber were added to the #911 and #912 RSRs for this ten-hour race. It was the first time this season that the LMP1 drivers would drive in the IMSA Championship. This was an opportunity to get their signatures on the prints of their 2015 GT3 RSRs. Tandy and Pilet were the overall winners that year along with Marc Lieb.

At 3:50 the checkered flag waved in the Continental Race as the #69 McLaren GT4 driven by Jesse Lazare crosses the finish line first. Al Carter and Steven Phillips in the #99 Aston Martin Vantage finished second. Matthew Keegan and Nico Rondet rounded out the podium in the #77 McLaren GT4. Dylan Murcott and Dillon Machavern finished ninth, but after a consistent season, won the overall GS championship for RS1 in the #28 Porsche Cayman GT4 MR. In the Street Tuner (ST) Class Porsche Driving School Instructor Owen Trinkler and co-driver Sarah Catta-

neo won in their #44 Nissan Altima. It was a great way for them to go out after a third place at Laguna and a first at VIR. This was their last race together for the CRG Team. Owen has moved to the TGM Team for 2018. Eric Foss won the overall ST Championship in the #56 Porsche Cayman for the second time.

After that race the Porsche GTLM drivers in #911, Dirk Werner and Nick Tandy and #912, Laurens Vanthoor and Earl Bamber came by the Platz. Patrick Pilet and Gimmi Bruni were preparing to qualify their cars. Tandy and Bamber were visibly saddened by Porsche's decision to end its LMP1 effort after another championship in the 2017 World Endurance Championship (WEC). It was announced on 7 November



GLASSJACOBSON

FINANCIAL GROUP



For Porsche Drivers Who Expect The Best

Baltimore | Washington | Northern Virginia



Michael W. Cohen, CPA, CGMA
Shareholder, CFO
Porsche Enthusiast & Racer



Wealth
Management

+



Tax
Services

www.glassjacobson.com

michael.cohen@glassjacobson.com

410-356-1000

AUTO-THERAPY

Independent Service Facility for
PORSCHE, BMW and AUDI automobiles



From **STREET** to **TRACK** –
We Meet Your Automotive Needs

CALL TODAY TO SCHEDULE YOUR
FREE TRACK INSPECTION !

301-417-7111

<http://www.autotherapy.net>

8027-A Snouffer School Road, Gaithersburg, MD

Hours: Monday – Friday 8am – 6pm

Transportation Available To/From Shady Grove Metro



PORSCHE
Audi
Volkswagen
SPECIALISTS

*New and vintage car maintenance / repair
Engine / trans rebuilds and upgrades
Suspension and safety systems
Precision 4 wheel alignments
Full track preparation*

30+ years Porsche experience
20+ years racing experience

STAN FOX

8210 B. Cinder Bed Rd.
Lorton, VA 22079
5 minutes from Springfield Metro
www.rpm-performance.com

t: 703.550.8240
f: 703.550.0069

rpm@vacoxmail.com

2017 that Tandy and Bamber would join the IMSA Porsche Team in 2018. Vanthoor and Bruni will race in the GTE Class of WEC next year. Tandy has re-joined his former teammate Patrick Pilet. As concerns the RSR for 2018, its “evolution” was obviously not shared, but it was clear that the drivers were concerned with the current straight-line acceleration. Balance of Performance (BOP) constraints to turbo boost and carburetor restrictor plates can only do so much before they kick in on short straights. This provides those cars an advantage. The mid-engine RSR has had a good first season but not up to Porsche winning standards. The 2018 Rolex 24 at Daytona seems to confirm that the RSR continues to lack pace. After qualifying was completed we took our parade laps which were encumbered by the sweepers, who failed to maintain their line, and by a Carrera doing a 360 after getting out into the marbles in Turn 7.

The following morning, the PCA Café was open with coffee and doughnuts for us to watch WSC warm-up under a light drizzle. After the habitual raffles and painting by Bill Patterson, we headed down to the Grid walk before the race. After pit lane was cleared, the field did a few warm up laps and the 10-hour Petit Le Mans Race started at 11:05. Team Penske led the field but were quickly under pressure from the two green and black EMS Nissan Dpi cars. The #2 Nissan Dpi of Ryan Dalziel (DL), Scott Sharp and Porsche LMP1 driver Brendon Hartley regularly fought for the lead along with their #22 sister car piloted by Pipo Derani, Johannes van Overbeek and Bruno Senna.

Brendon and co-drivers Sharp and Dalziel were rewarded with the win, in one of the iconic American races, by 7.633 seconds over Dane Cameron. It was Hartley's first IMSA WTC victory to go along with his success at Le Mans and in WEC. The overall Prototype Champions were brothers Jordan and Ricky Taylor who won for their father's Wayne Taylor Racing team in the #10 Cadillac Dpi-V.R.

This was the final race for the single chassis and engine Prototype Challenge. The three remaining cars fought all the way to the end. The victory went to the #26 BAR1 Motorsports Team ORECA FLM09 of John Falb, Garrett Grist and Tomy Drissi.

The season ending Petit Le Mans race saw the Porsche 911 RSRs finish in fifth and sixth place in GTLM. The two cars never threatened during the race. It was a fight between BMW, Corvette and Ferrari right from the start. The long straights and sweeping curves were tailor made for the speed and power of the V8s and twin turbos. It was a 28-minute sprint to the checkered flag as Alexander Sims' #25 BMW M6 GTLM managed to hold off the charging Corvette of Antonio Garcia to give Team RLL BMW the win.

For the last four hours, I managed to sit on the pit wall next to the Porsche GT Team stalls. This was an opportunity to see driver changes and servicing up close while monitoring the video of the race on the Porsche monitors. The interaction of engineers, mechanics and drivers provided insights into the tension and stakes involved in world class racing. One mechanic who had earlier been caught in a pit lane fire



was being congratulated by his colleagues as he showed them smart phone footage of himself in flames. He had singed his beard but was otherwise all right.

In GTD, the good news was that the victory went to Porsche's sister company Audi. The #29 Audi R8 LMS GT3 of Connor De Phillippi, Sheldon van der Linde and Christopher Mies won the race. Porsche factory driver Michel Christensen in the #28 Alegra Motorsports Porsche 911 GT3 R, held off Joerg Bergmeister for second in the #73 Park Place Motorsports Porsche 911 GT3 R. Scuderia Corsa co-drivers Christina Nielsen and Alessandro Balzan who finished ninth in their #63 Ferrari 488 GT3 were crowned overall GTD Champions. For 2018, Christina has moved to the #58 Wright Motorsports Porsche GT3 R to team with veteran Porsche Factory driver Patrick Long.

Petit Le Mans marked the conclusion of a great season, race weekend and an outstanding month of seeing our great country. I definitely got my kicks on Route 66...and many others. The only thing left to do was to drive home to Alexandria the next day.

I look forward to doing it again in 2018. Rennsport VI anyone?

Porsches are made for driving! The trip back to the East Coast was 2894 miles, 71 hours of driving while averaging 53 miles per hour. The entire trip was 6213 miles, 160 hours of driving while averaging 54 miles per hour.

General Service/Repair | Track Prep/Setup | Engine Rebuilds | Tuning | Performance Modifications | In-House Dyno



Dedicated to **Porsche.** Dedicated to **service.**

With over 25 years of racing, tuning, and servicing Porsches, TPC Racing is your one-stop shop for all your Porsche needs. Whether you're here for basic service, track set up, or an engine rebuild, TPC Racing works with you one-on-one to determine a maintenance schedule and/or performance package that's right for you. When you choose TPC Racing, you're getting more than just an oil change or some bolt-on performance parts. You're getting access to 25+ years of racing, engineering, and service knowledge to help you make the best decisions for your Porsche.



8040 Washington Blvd. Jessup, MD 20794

(410) 799-RACE (7223)

www.tpcracing.com

PORSCHE OF SILVER SPRING



We've got your back!

Proud supporter of the Porsche Club of America, Potomac Region

Porsche of Silver Spring
3141 Automobile Blvd,
Silver Spring, MD 20904
porscheofsilverspring.com
1-855-520-4880



At times like these, it's particularly important to know who services your Porsche.



ASG Auto Sportsystems Group

SERVICE - REPAIR - HIGH PERFORMANCE
2810-F Dorr Avenue Fairfax, VA 22031
Tel: 703.876.2811 Fax: 703.876.9802
www.autosportsystems.net

PaoRoman Design - 305.447.1781

Yay! It's Rally Time Again!

Story by Linda
Davidson

Time to pack your rally bags and get ready for an exciting season of PCA rallies. There will be three this year - Spring, Summer and Fall. Check the PCA website for all the dates.

The first will be held on Saturday April 28. We will meet at 9:30am in the parking lot of Traville Gateway Shopping Center, 9701 Traville Gateway Dr., Rockville behind Nantucket Reef. After a brief drivers' meeting cars will set off on a beautiful drive through Montgomery and Frederick Counties. Along the way,

teams will need to answer questions based on things seen along the route. We will end at Branded 72 BBQ in Rockville. Cost for this event is \$50, which will include lunch for both driver and navigator.

This year we are moving to a web-based registration process. Look for the event at MotorsportsReg.com. Contact rally@pcapotomac.org for more information.

Social Committee Seeking Volunteers



Our Social Committee (currently just Pat Kaunitz as Chair & Mia Walsh as Exec Advisor) is looking for a few good men & women! We are looking for motivated individuals that would like to own one (or more if you want) of these parts of the Social program:

The Awards Banquet (February)
PorscheFest Dinner (August)
The Picnic (September)

Watkins Glen Dinner (June)
The Club Race Dinners (September)
The Holiday Party (December)

The position involves calling caterers, reviewing contracts, being onsite to manage the event (with other volunteers), reviewing feedback and refining for next year. *There is also more that the Social could do so we would be happy to have some fresh creative ideas!* **Contact pat@pcapotomac.org for more information.**

February 2018 new Potomac members

New Members

Michael Arizmendi - 2004 911 Carrera Cabriolet - from Ashburn

Mark Barondes - 2001 Boxster - from Fort Belvoir - transfer from Oregon

Paul Battista - from Triangle

Angel Dizon - 1982 911 SC Coupe - from Arlington

Abbie Fekade-Sellassie - 1972 911T - from Silver Spring

Larry Finkel - 2006 Cayman S - from Sterling

Eric Hamann - 2014 Cayenne - from Arlington

Sunny Kumar - 2016 Panamera GTS - from Ashburn

James Nichols - 1993 911 Carrera 2 Coupe - from Potomac

Eric Oganessoff - 2005 911 Carrera - from Gaithersburg

Melvin Pearson - 2014 Boxster - from Winchester - transfer from Coastal Empire

Daniel Perlin - 1986 944 Turbo Coupe - from Potomac

Richard Quillen - 2011 Cayenne Turbo - from Herndon

Cyrus Ramsey - 2015 911 GT3 - from McLean

Mark Schartiger - 1996 911 Targa - from Pinto

Nauman Siddiqi - 1970 911T - from Lutherville Timonium

Robert Sollinger - 2017 911 Carrera S Coupe - from Ashburn

Shervin Tabeshfar - 2016 911 Carrera - from Vienna

Daniel Tipsord - 2012 911 Carrera S Coupe - from Middletown

AUTOBAHN SERVICE, INC.

porsche specialists

Over 1,200 cars serviced a year

- Full Service Shop - Factory Equipment
- New Car Maintenance
- Electronic System Diagnosis & Repair
- Engine & Transmission Rebuilding
- Performance Modifications
- 4-Wheel Alignment

24 Months Warranty

*Quality Work with an
Eye On Details*

*Free Transportation To
and from Metro*

30+ Years Experience

www.autobahnserviceinc.com



3158 A Spring Street • Fairfax, VA 22031 • (703) 691-1771

Stuttgart Performance Engineering

Porsche specialist service since 1970

- Carburetors, Fuel Injection, OBDII
- Suspension, alignment, corner balance
- Electrical systems
- Pre-Purchase Inspections
- Maryland Certified Emissions Repair Technician

stuttgartperformanceengineering.com

Matt De Maria
By appointment only

301.948.6762
Gaithersburg MD

Dulles Car Concierge

- Indoor, climate controlled storage
- Full time battery tender
- "In and out" privileges available
- Contract based complimentary wash(es)
- Off season wheel, tire, and spare parts storage
- Detailing services on site

Sterling, VA

571-306-3972

email@dullescarconcierge.com



March 2018 Potomac anniversaries

Anniversaries

50 Years

Peter & Sandra Clark
Walter Rhinehart & Lucas Lang

45 Years

Dale & Rose Carlsen

35 Years

Bryan & Ken Byrd

30 Years

Steven & Lydia Timmins

25 Years

Gary & Betty Church

20 Years

Michael De Crespigny
Walter Hamilton
Kenneth & Betty Hollander
Bob & Nancy Leins
Joseph Thompson
Thomas & Sterling Wilson

15 Years

Peter & Alexander Belman
Hunting & Hunting Davis
James & Paul Furman
Michael & Erich Gelling
Peter & Jacqueline Pickard
Edgar Short
Marc & Chris Stephens

10 Years

Jim Oster
Leonard & Grace Sese
Alan Slepian & Don Cahill
Phillip Winterfeldt & Patrick Byrne

5 Years

Carol DeZwarte & John Walters
Jarrod Elwinger
Daniel Epps
Ronald Flax
Patrick & Tessa Gordon
Terrill Gosa
David & Ruth Haggerty
Reginald Henry
R. & Thomas Kennedy
John Mason
William McDowell
James O'Hara
Wendell Pope
Mark Salvador & Rebecca Measday
Dennis Shepherd & Jackie Getschel
Alan Taggart
Florence Tiar & Michael Haidak

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.

Advertisers' index

Auto-Therapy	24
Autobahn	28
AutoSportsystems Group	26
Craftsman Auto Care	18
Dulles Car Concierge	28
Glass Jacobson	24
Grenier Law Group	22
Intersport	3
Odds and Ends Detailing	9
OG Racing	7
PCNA	2
Porsche of Arlington	5
Porsche of Silver Spring	5
Porsche of Tysons Corner	6
Radial Tire Company	22
RPM	24
SSI	8
Stuttgart Performance	28
TPC	26

Readers and Their Awards Dinner



Right: Tessa Hall, Jim Musgrave, and Gary Baker.

Below: Mia Walsh and David Dean present 2017 President Awards to winners Michael Sherman (left) and David DiQuollo (right).





Left: Awards Dinner attendees enjoyed a nice family-style dinner together.

Below left: James Crowley and Beatriz Luz.

Below right: Pat and Michael Kaunitz.





PRST STD
US Postage Paid
Permit No. 1239
Bellmawr, N.J.

Photo by Tom Neel.

