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# Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2016 calendar
- 10 24 Heures Du Mans 2016 by Daniel Munarriz
- 18 Autocross at RFK by Glenn Cowan
- 21 Spotlights by Michael Sherman
- 22 Euro Delivery by Natalie Runnerstrom
- 24 PCA Potomac Invades PeachState Road Atlanta DE by Chip Taylor, Dave Fox, Ken Weiss, Greg Seemann, Paul Heilig & Brad W Surdam
- 30 Readers and their cars

Cover photo: The 2016 running of the Le Mans 24-hour race was the stuff of legend. Photo by Daniel Munarriz. Story on page 10.



## der Vorgänger

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# Enjoy Your Car

What activity can you think of that requires physical prowess, concentration and stamina? One that the planning for and post event engagement take more time than the actual event's short period of exhilaration. Autocross of course!

I have owned a series of Porsches running back to a 924 Turbo and 944 Turbo, a couple of 993s and several Boxsters including my current GTS. I very much wish I had become involved with PCA much sooner than I did. I was never able to really appreciate the cars I was driving until I finally started going to HPDCs, Fridays at the Track (even if non PCA sponsored), and most of all, Autocross. I never "moved up" to DE or Club Racing – both require more, time, money and commitment than I am able to invest. Nevertheless, I continue to look forward to driving in as many Autocross events each season as time and tide permit. Even though each run might be less than 60 seconds, it is a guaranteed adrenaline minute that will provide a better measure of these wonderful automobiles and your skill at piloting them.

I also like Drive and Dine events and Rallies and my wife can join me on these rides with little fear of vertigo or nausea. But they aren't designed to provide anything like a track challenge and certainly are no test of the driver's or car's prowess (keeping with a theme). Like many of you seeking sensory overload, I take



Glenn Cowan



Michael Sherman

drives on rural roads in adjacent counties and risk the hazards of on-road aggressive driving to get small adrenaline rushes. Not really a great idea.

If the question is; where can I drive in a controlled and safe environment and really test my car's ability and my skill without risking property damage, Autocross is the answer. You walk the course to learn it - just like Formula 1. Your car gets a tech inspection for safety. You grid for your hot laps, wear a required helmet, and when the starter waves you on it's a rush! You get to do this six or seven times and you get better at it as you learn your car and the course. Oh, did I mention the cones? You have to go around them – if you hit them you are penalized two seconds each. The whole thing is just flat out fun.

When you aren't driving the course, you are working one of the corners or helping grid the cars. You have time to meet and talk to other Potomac members and discuss the technique of fellow drivers taking their hot laps.

Get up early, enjoy a good continental breakfast at the Autocross venue, grab a very nice lunch in between run groups, meet new club members, smile all the way home. If you own a Porsche, you should do this. Autocross will make you better at driving and enjoying your car.

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# Sound Off

From Blaupunkt to Bose to Burmeister, Porsche cars have always had an option for high-end audio. Blaupunkt was first offered by Porsche in 1956 as a factory option in the Model 356. It was again offered in 1965 in the 911 at its introduction in 1965 although I imagine that many 911 enthusiasts chose to forego the radio option entirely in order not to distort the exhaust note of the newly introduced flat-six engine. The roar of the redline was and continues to be symphonic. Nevertheless, it does not take an audiophile to appreciate clear and crisp music. Personally, I would take an Ackrapovic exhaust over an equally priced audio option. I do not, however, eschew an audio upgrade option and indeed had a terrific Bose sound system in my first 911. The background roar was a bit too much for me to enjoy The Sound of Music, although I definitely appreciated it in my man-cave at home.

It may have something to do with my driving habits, but I can honestly say that I do not miss having an audio upgrade in my current 911. It came with only an AM-FM radio – neither cup holders nor navigation. It did however come with Ackrapovic exhaust which sings like no other car I have ever owned. I have missed neither souped-up audio nor cup holders nor Nav. In any case, Gail's Cayenne has a Bose upgraded sound system which we use and enjoy daily. As a result, I have come to understand the certain beauty of Burmeister in a four-door Porsche. The pleasure



Howard Hill

of driving a loaner Panamera e-Hybrid with Bose reinforced this certainty; the audio was awesome and must be exponentially enjoyable with Burmeister.

My first custom audio system in a car was an 8-Track player which I installed in the 1972 Chevy Malibu which we purchased from our local "pre-owned car" dealer. Back then, we called it a "used-car" dealer. It was the first car I purchased at the ripe young age of 16 shortly after my birthday. My next car was a 1968 Chevy Camaro rag-top. I chose not to upgrade the standard AM-FM radio. With the top down whenever possible, upgraded sound was unnecessary especially in Hawaii where she was shipped by our beloved United States Marine Corps for my duty station at Kaneohe Bay. At the risk of digressing much further, I feel compelled to tell you that my first encounter with high-end audio was when my family and I would visit my Great Uncle Saint Clair Price who played wonderfully soothing classical music on his MacIntosh tube stereo system. The system was a gift to Uncle Sainty from the faculty at Howard University upon his retirement as Dean of the College of Liberal Arts; I now have the pleasure of keeping it in our family.

Stay tuned! Porsche might just surprise us with an audio option without which you simply cannot live. It's not just about the cars.

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Photograph by Ken Hills - PCA Potomac Club Race 2015



# Potomac's calendar

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

## August

- 5-6 Porschefest at Summit Point Main. 6:30am – 5pm.
- 6 Autocross Event #4, Summit Point Jefferson circuit, 7am – 5pm.
- 6 Potomac's first Saturday brunch, City Grille, Manassas, Va. 11am – 1pm.
- 6 Drive and Dine drive to Porschefest, 2pm – 7pm.
- 13 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.
- 20 Tech inspection for VIR, 9am – 1:30pm.
- 20 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 28 Augustoberfest concours, Hagerstown, .
- 28 Rally drive to the Augustoberfest, 8:30am – 11am.
- 28 Augustoberfest Drive and Dine, 1pm – 10pm.



## 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.

**Virginia: second Saturday of each month**, 8am. Silver Diner, Rt 50 in Merrifield, VA.

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

Bruce Wakefield  
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## 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.

### Bethesda, MD

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

# 24 HEURES DU MANS 2016

## *Never Give up*

*Story by  
Daniel  
Munarriz*

Cruel, dramatic, amazing .... Words fail to define the 84th edition of the Le Mans 24 Hours. After 18 years chasing the coveted victory, Toyota lost the race three minutes to finish. Jani, Marc Lieb and Romain Dumas fought to the end and achieved an unexpected but deserved victory for Porsche.

Le Mans, June 1969; The courage of Jacky Ickx imposes its Ford GT against the Porsche 908 of Hans Herrmann after an epic battle, depriving Porsche of victory. Everything was already demonstrated from veered Nürburgring, Daytona banking, Sebring dusty plain to the charms of the Targa Florio in Sicily. The Stuttgart young brand just lacked Le Mans, and that destiny seemed to be just out of reach.

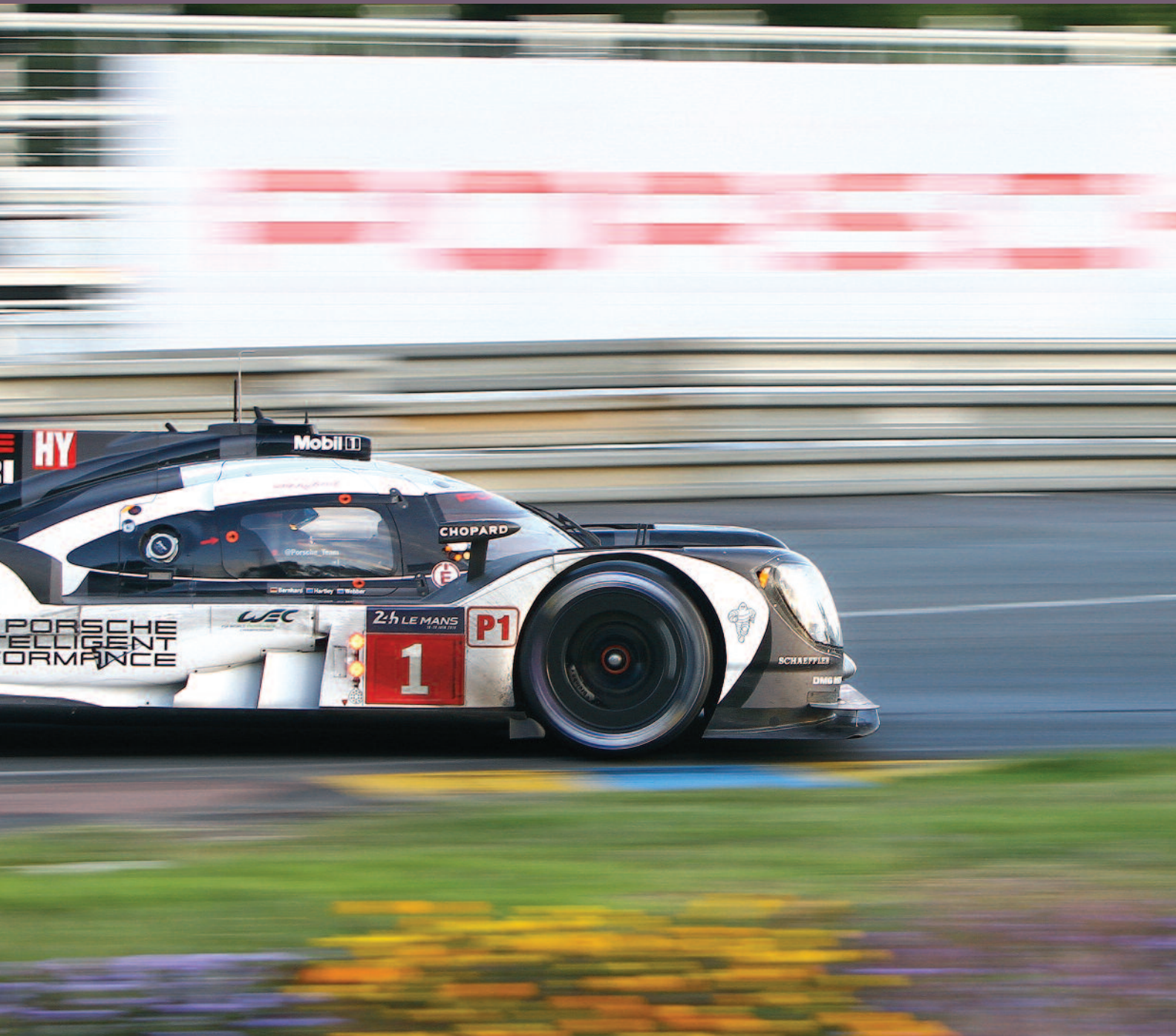
The circumstances are very different, but it seems as if 47 years later, an air of revenge would have made Porsche win the 24 Hours of Le Mans right on the last lap, after an uninterrupted battle for 20 hours.

History will say "Porsche won for the 18th time" but this time Toyota was the fastest. Only due to the deplorable weather in qualifying sessions, The Porsche 919 Hybrid of Dumas, Lieb and Jani managed the fastest time on the grid. Despite leading in the World Endurance Championship, Audi (1st in Silverstone, then disqualified and 1st in Spa), the Ingolstadt brand would never be in a position to fight for victory. The new R18 just was not able to keep up.

The rain continued to appear throughout the week with the highest rainfall statistics since records began (1945). A strong storm forced to start the race behind the safety car for the first time in history, despite public outrage.



*“Cruel, dramatic, amazing .... Words fail to define the 84th edition of the Le Mans 24 Hours. After 18 years chasing the coveted victory, Toyota lost the race three minutes to finish. Jani, Marc Lieb and Romain Dumas fought to the end and achieved an unexpected but deserved victory for Porsche.”*





Very fast and consistent, the Toyota TS050 Hybrid dominated the situation from the beginning. Extending laps around each stint, the Japanese team forced the Porsche team to follow an unexpected strategy. A tactic that was gradually leaving the Germans out of the game as each stint Toyota could stay out one more lap.

The sky cleared during the afternoon giving way to a nice summer night that encouraged high average speeds. The world champions Mark Webber, Timo Bernhard and Brendon Hartley lost all possibility of victory at the wheel of the Porsche 919 Hybrid No. 1, after two hours and thirteen minutes of work to remedy an engine overheating and change the water pump.

With Audi making an anonymous race and Porsche with only one car in front, the Toyota No. 6 of Mike Conway, Stéphane Sarrazin and Kamui Kobayashi

controlled most of the race until the Japanese driver suffered a slight off track just four hours to go. Without the slightest error, Buemi, Davidson and Nakajima took the control.

During the last quarter of the race, Porsche's hopes faded. 20 minutes to finish, Neel Jani ended the struggle for first to secure second place: Changing tires and refueling. When all seemed determined and restless people left their seats, something occurred that builds the Le Mans myth; the stuff of legend. The victory built by Toyota during 23 hours and 57 minutes of endurance racing vanished with an agonizing "No power, no power!" heard through the Nakajima's communicator. The audience fell silent, the "heads" of the Japanese giant were not able to gesticulate. The hot and dusty beast, fell helpless in front of the stands, badly injured. A connector failure related to the turbo was the cause. Only the tenacity of the driver made possible a last agonizing lap that didn't serve to



classify it, surpassing the six minutes of legal last lap time, despite covering the same distance of the winners (384 laps).

While the Porsche team exploded in joy, Nakajima had to be helped to leave his car, morally shattered. Too much stress, too much sport cruelty.

For the Swiss Neel Jani and German Marc Lieb it was their first victory, while Frenchman Romain Dumas, who only a week later won in Pikes Peak (Colorado), it was his second win in the 24 hours.

Porsche, Toyota and Audi have confirmed their future presence in LMP1, Porsche, Corvette, Ferrari and Ford in GT Class.

Can the Le Mans legend grow even bigger? We shall see in 2017.

### *Delicate balance*

Ford was back dramatically with four works cars (not yet homologated) presented by Chip Ganassi. The official presence of Corvette, Aston Martin, Ferrari and Porsche secured a duel at the highest level in the GT class. However, the adjustment of the "Balance Of Performance", which aims to equalize very different mechanicals, prior to the race week, distorted the competition. Only Ford and Ferrari, 50 years after his epic battle in Le Mans, were able to fight for victory. Joey hand, Dirk Müller and Sébastien Bourfais managed a mediatic victory for the Detroit brand.

### *Stars*

There was always some romance between the classic French race and the Americas. Rich entrepreneurs or great drivers and brands have made history. But the presence that marked the memory of the fans, was the

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American stars. After Steve McQueen, Paul Newman and Patrick Dempsey, this year was Brad Pitt who participated in the party, giving the start as honor guest. The imminent adaptation of "Go like Hell" to the screens seems to be the reason.

Keannu Reeves (invited by Michelin), the British Jason Statham and Jackie Chan (Hong Kong) were also in attendance.

### *Heritage*

As part of the events offered by Porsche, the 911 S/T 2.5 of Toad Hall Racing in which Michael Keyser and Jürgen Barth participated in the 1972 World Championship was a huge attraction. Hurley Haywood (5 times winner at Daytona, 2 at Sebring and 3 in Le Mans) didn't hesitate to appreciate the impeccable restoration work.

### *Overcoming*

Quadri-amputated because of an infection suffered four years ago, Frédéric Sausset fulfilled his challenge to participate and complete the 24 hours of Le Mans.

The Automobile Club de l'Ouest accepted his inscription, framed within the "Stand 56", reserved for experimental initiatives. At the controls, specially adapted of their LMP2 Morgan-Nissan, he managed to finish 38th, with Christophe Tinseau and Jean-Bernard Bouvet. A titanic project of improvement that can bring a new perspective on disability.

### *Fidelity*

Thousands of spectators flocked to what could be the biggest annual sporting event in Europe. Despite security measures, heavy rain and the Euro 2016 Soccer Cup at the same time, the 24 Hours of Le Mans were again a success of organization.



## *Other Porsche GT class results*

### *Porsche 911 RSR #91 & #92 (Porsche AG Team Manthey)*

Ordeal for the factory team (Nick Tandy, Patrick Pilet, Kevin Estre y Earl Bamber, Jörg Bergmeister, Frédéric Makowiecki). The lack of power could only be compensated by the rain appearance. The 991 RSR in its final cycle, isn't enough fast and not reliable. Double retirement by engine failure (91) and suspension problems (92). A race to forget.

### *Porsche 911 RSR #77 (Dempsey-Proton Racing)*

The Patrick Dempsey team ensured the presence of the brand in the category GTE Pro but they had no choice to fight against the best, Richard Lietz, Michael Christensen and Philipp Eng finished 31st, 8th in class.

### *Porsche 911 RSR #89 (WeatherTech-Proton Racing)*

After only four hours, Cooper MacNeil (unable to run due to illness), Lehman Keen and Marc Miller left the race due to accident of the latter (oil on the track).

### *Porsche 911 RSR #86 (Gulf Racing UK)*

Thanks to a discreet but regular race, Michael Wainwright, Adam Carroll and Ben Barker finished 5th in GTE Am an 33th Overall. An enjoyment for the blue and orange scheme fans.

### *Porsche 911 RSR #78 (KCMG)*

Christian Ried, Wolf Henzler and Joël Camathias managed the 10th class position in GTE Am.

### *Porsche 911 RSR #88 (Abu Dhabi-Proton Racing)*

The number 88 was the top-ranked 911 after leading the category several hours. Khaled Al Qubaisi, David Heinemeier Hansson and Patrick Long finally getting the 28th place, 3rd in GTE Am.









# Autocross at RFK

*Story and  
photo by  
Glenn Cowan*

Autocross at RFK stadium is a special treat for cone bangers. First of all, you have the backdrop of an iconic piece of public architecture looming over the track (ok, parking lot). Next you take in the size of the course and the number of accursed cones and immediately understand where the description “a sea of cones” comes from. When an Autocross this large/long is looked at from the driver’s seat there is no obvious course to follow. RFK is that big!

Arriving at an early 0530 or so the PCA Potomac Autocross volunteers lay out the course, test and rearrange any oddly spaced cones, set up and test the timing gear and then prepare a really nicely done continental breakfast for the 60 or so racers who descend on the course starting at 0700. Volunteers man registration, tech inspection and grid management while drivers and friends enjoy coffee, juice and assorted pastries.

After a drivers’ meeting (stressing safety) the first heat gets off about 0930. The RFK course is big – and fast. Its sheer size allows for speed and demands heavy accurate braking in between short bursts of throttle. First lap times varied from nearly 2 minutes down to mid-50 seconds. Drivers learned the course quickly and times dropped throughout the first heat.

After a lunch break (gourmet sandwiches, various chips, watermelon and drinks) the second heat took full advantage of having watched the earlier runs while working corners and times dropped throughout the remainder of the day.

RFK is quite a venue for Autocross and plans are for greater use of this excellent facility in the coming seasons.

# Open Board Meeting

Saturday morning, 25 June, having set the alarm I was up at 0700 getting my morning exercises in before heading off for the quarterly Board meeting of The Founders Region, Potomac PCA. On its face, such a meeting is a cure for insomnia but not if you are interested in Porsches. Our club sponsors so many different activities it is incomprehensible how they all are planned and executed. At the Board Meetings you get a sense of how this is possible.

President Howard Hill reported on attending the PCA Zone 2 Presidents' meeting with Potomac VP David Dean. A member asked that the Zone post its financial on-line. Treasurer Michael Handelman reported on our fiscal position which is very strong. Minutes from the past meeting were read and approved. Then there were 16 reports from program

chairs. Sixteen! You can't even begin to imagine the collective work it takes to operate this club!

The minutes are on-line but you do have to sign-in as a member to read them. As a member, you should read these minutes. Going to an event gives you an appreciation for what is required to plan and manage just one activity – reading these minutes gives you a sense of the scope of Potomac's offerings and a notion of how much time managing all these activities requires from so many volunteers.

Better yet – when the next Open Board meeting is announced put it on your calendar. If you attend, you will get a nice breakfast, meet some folks and be astounded!

*Story and  
photo by Glenn  
Cowan*





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# Spotlights

We know there are a lot of members out there with interesting stories. Tales of finding the perfect Porsche in a barn. Adventures in your Porsche finding that perfect road. Histories about fascinations with Porsche since a young (or old) age, trips, weekends, and hours upon hours spent focusing on something car-related. Are you obsessed to the point that people worry about you? Are you a new member who isn't sure where to start in the club and just want to share something to introduce yourself?

Our regional club magazine *der Vorgänger* is looking to start running a monthly member spotlight column to let the members get to know each other, and share moments in their past, hopes for the future, or anything related to their love of Porsche automobiles. To help get things started, here are a few questions you can answer. Send an email to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org) with a few sentences, paragraphs, pages, whatever length you like answering the questions, and include a photo if you like. It's simple!

**What is your name and where are you from?** Tell us a little about yourself. When did you join the club?

**What was your first Porsche? What is your current Porsche?** When did you buy them? What were the circumstances around finding this vehicle? What is the result of a long search for the perfect car, or did you just happen to drive by a lot and see something special? If you have a long history with Porsche cars, what is the path you have taken to get to your current Porsche? Perhaps you have more than one, or you've sold and traded up as you've gone.

**What are your three favorite things about your car?** We all know Porsches are special, but they are special to each of us in different ways - so what is it about your car that speaks to you?

**What activities do you enjoy related to your car and the club?** Do you like tinkering on it in your garage? Do you like washing it and making it shine? Do you enjoy racing it? Do you enjoy driving it along with others to a destination through a rally? Is there one particular event/day that really stands out in your mind?

**What else would you like to share about yourself?** Anything you want to get involved with in the club but don't know how or are scared to jump in? Anything confusing about your car? We're here to help, and many of us were also nervous and taking the first step to get involved - from Autocross to Driver's Ed to Drive and Dine. But after that first step it opens a whole new world of fun with your car and, more importantly, the fellow club members.

**Send the answers to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)!**

These questions are just ideas to get you started - feel free to share whatever you like. Perhaps it's a narrative about one particular event. But we'd love to hear from new and old members alike. Just type up an email and hit send - we'll do the rest. This club is only great because of the people, so let's start meeting new people.



Story by  
Natalie  
Runnerstrom

“Eric, the children need to come so you can have someone to drive with you around Germany,” said my mother. “Well that’s what you would be there for,” my father retorted. “I hate being in that car with you.”

And that’s how my siblings and I got to go to Germany with our parents in October of 2015. Little did my mother know that she wouldn’t really enjoy being in our rental car either, seeing as my brother likes to drive just as fast as my Dad. There’s more to the logistics of how a family of five ended up in Germany together, but I figured that you just want to get to the good stuff!

My Dad, Eric, was looking to update his Porsche Boxster of almost 11 years... and what better way to do that than through Porsche’s European Delivery?

With European Delivery, you’re able to go to Porsche’s Headquarters in Stuttgart, Germany and drive your new car around Europe for two weeks until returning it back to the factory where it will be kept until being delivered to your home. Additionally, you get a tour of the factory, which is an absolutely amazing site. An intensive tour shows you how these beautifully fast cars are created and brought to life. The best parts are these robots that are programmed with exquisite efficiency that look like Wall-E’s cousins. While some are stationary, others actually help workers move supplies around the factory. Once finished, you get to dine in Porsche’s cafe, which was not only delicious, but also provides a view that looks over the Porsche Museum.

The next day my family was off to explore Heidelberg and the Mosel Valley for the next couple of

# Euro Delivery

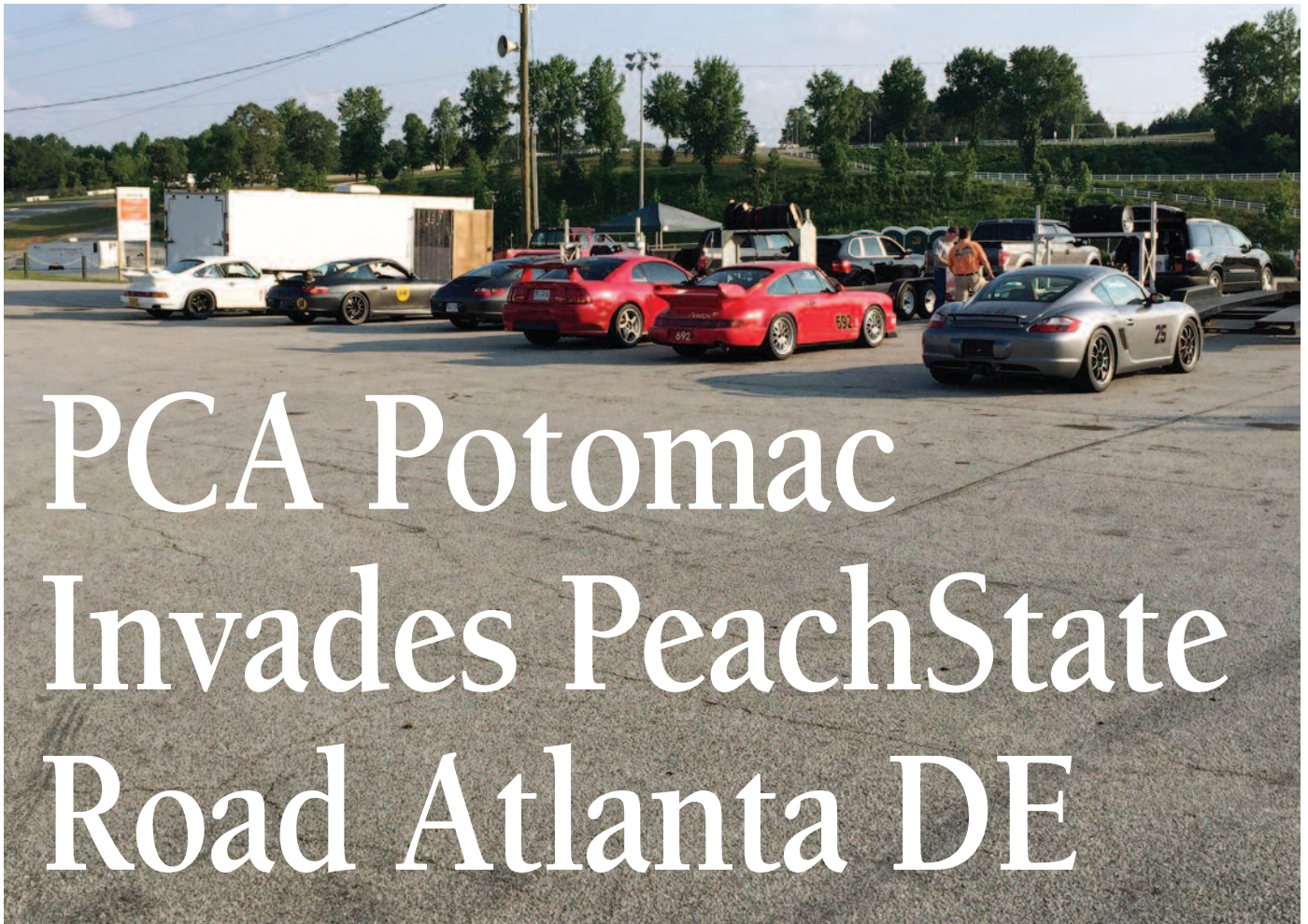


weeks. This included many random, yet adventurous excursions in my Dad's new Porsche; like driving through the Black Forest. The fog and chill made the drive slightly terrifying, but beautiful. Wanting to stop for a bite, I magically (and successfully) navigated us to the nearest town, Baden-Baden. This hidden beauty is something out of a movie. A mixture of designer and mom and pop shops filled this (what seemed to be) hidden small, yet bustling town. My Dad and I sat down to enjoy a French meal that was cooked to perfection before navigating our way back to our apartment in Bernkastel-Kues.

My father, along with my sister, also traveled to the iconic Nürburgring to drive a couple laps. To their surprise, people gathered around outside to observe on

certain parts of the ring. They later found out that these were known spots where drivers will crash because they're driving so fast around the curbs that they'll lost control of the vehicle.

Aside from no speed limits and almost getting lost a couple times with an unhelpful GPS, everything about our experience was incredible. Germany is a land that's home to places you thought only existed in fairytales, which (to no surprise) create incredible food, wine, architecture, and cars.



# PCA Potomac Invades PeachState Road Atlanta DE

*Story by  
Chip Taylor,  
Dave Fox, Ken  
Weiss, Greg  
Seemann, Paul  
Heilig & Brad  
W Surdam*

This past Memorial Day Weekend, a group of Potomac PCA members fought the holiday traffic to participate in the Peachstate PCA club's DE at Road Atlanta. The group included Chip Taylor, Dave Fox, Ken Weiss, Greg Seemann, Paul Heilig, and Brad Surdam. Although Roger McLeod was planning on attending, a last minute change of plans resulted in Roger not being able to make the trip.

The group started down in two groups and met-up Friday morning in Salisbury, NC for the last leg to Road Atlanta. Unfortunately, getting on the road quickly was not one of our highest priorities while we caught up with old friends, made some phone calls, and fed ourselves. Holiday traffic quickly increased once we reached the South Carolina border and the last part of the trip was completed in heavy, slower than expected traffic. Pulling a trailer in heavy traffic on a two-lane highway is a nerve-racking experience. Luckily, everyone made it to the track without any issues.

As some in the group learned last year, having power for Chip's trailer and its AC unit is a must have in the Georgia heat at Road Atlanta in late May. After carefully scouting locations, a prime paddock spot was found that provided power and room for all the cars

together. Trailer unloading was completed, tech inspections were done, and everyone settled under the shade tents for a cold beer & wee dram of Talisker single malt. It turns out that Dave and the PeachState PCA president, Rod Johnson, are good friends. Rod came over to welcome us and gave us a nice briefing on the event and track. He mentioned that turn out was a little light due to holiday weekend with a total of 105 cars across the 5 groups. He also warned us that his choice in race gear may be a little outrageous. He was spot on with the checkered flag pants on Saturday which nicely coordinated with the checkered trash cans. He mentioned something about hiding behind them if necessary. Shortly thereafter, we headed over to one of the local sports bars for a quick bite before heading back to the hotels; a very interesting Best Western for Chip, Greg, & Ken and the "just ok" Holiday Inn Express for Dave & Brad.

Saturday morning started with the requisite drivers meeting and pairing up of drivers & instructors. Chip, Greg, & Dave were all paired up with students (Chip drew the short straw and ended up in Brad's right seat). Chip, Greg, & Dave's motto for the day was a famous Hurley Haywood quote, "Don't try to impress me 'cause you can't; Don't try to scare me 'cause I already am ..." We also learned that group 1 & 2



(Peachstate uses numbers instead of colors where 1=green and 5 = red) would be a combined run group. This allowed each group to have a minimum of 4 x 30 minute sessions each day. A track tour was done with Greg, Paul, & Ken trying to find someone to follow and quickly learn the lines on the track – especially coming out of the back straight, through turns 10a & 10b, under the bridge to line up the blind turn 11 down the roller coaster hill, and into turn 12. Dave asked, “Isn’t one of the Potomac PCA LeMons teams called Brown Note? Seems appropriate for the feeling you get just before the apex into turn 12!” After the tour, the track went hot and the fun began.

Day 2 brought another beautiful day. A decision by the DE committee, with a vote of the 4 & 5 group participants, to merge the two gave them 5 X 30 sessions. Given the lower than usual turn out and passing anywhere on the track, there weren't any issues other than a few of us who got passes on the inside, under the bridge, with no view of the pavement, to remind us that there's a LeMons team somehow related to Turn 12 at the bottom of the hill.

Brad had family commitments for Monday and started his journey home early. Thanks to caffeine, light traffic and a loud radio in the Cayenne, he was able to make it all the way back to Northern Virginia arriving around 1:30 Monday morning.

With the last session ending about 5:00, Greg, Ken, Paul, Dave, and Chip hit the road north on I85, stopping at the Olive Garden in Greenville, SC where we were served by the self proclaimed best waitress around. Over dinner we recapped the weekend, bragged about our lap times, and made plans to do it again. Back on the road, the group separated at Charlotte into the I77 / I81 path and the I85 / I95 path home.

We're happy to report that there were no issue with any of the track cars and no issues with the travel other than just heavier than normal volumes of traffic. The I85 / I95 group stayed just east of Charlotte where the NASCAR race was that weekend and documented a situational awareness failure. Must have been one of the NASCAR fans perhaps?



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## 28 August 2016 – Augustoberfest Car Show, Hagerstown, MD

On Sunday, August 28rd there will be lots of German food, beer, live music and entertainment as Hagerstown, Md pays tribute to its German heritage. Our club will again sponsor a low key “People’s Choice” car show right next to the huge circus tent where all the action is located. So shine up your Porsche and show it off at this great event. Registration will be at the gate and is only \$10.00 including 1 ticket to the “Fest”. Additional adult tickets are only \$5.00 and kids 12 and under are FREE and there will be lots of stuff for kids to do in the Children’s Area.

The “car show” area will open at 10:30am and we will wrap the show up at 2:30pm.

See the “Rallye” and “Drive & Dine” sites on our Potomac web page for information on these events which will end up at the “Augustoberfest”.

For more details and directions, go to [www.augustoberfest.org](http://www.augustoberfest.org) but be sure you have the 2016 page.

Contact John Truban or Ron Davis, Concours Co-Chairs at [concours@pcapotomac.org](mailto:concours@pcapotomac.org) or 540-722-2567 if you have other questions.



## 4 September 2016 - “Gathering of the Faithful” NEW LOCATION – Fairfax Circle Shopping Center

New location for the annual car show featuring 356 models. Gather on September 4th at the Fairfax Circle Shopping Center near “Cameron’s Coffee Shop”. Event runs from 8:30 am – 12:00 pm.

CARS WILL BE DISPLAYED ON THE “MARKED OFF” END OF THE FAIRFAX CIRCLE SHOPPING CENTER NEAR “Cameron’s Coffee Shop”

This annual show is open to all Porsches, but featuring early 356 models. There is NO JUDGING, but many door prizes. Registration is \$5.00 THE DAY OF THE SHOW.

Contact John Truban or Ron Davis, Concours Co-Chairs at [concours@pcapotomac.org](mailto:concours@pcapotomac.org) or 540-722-2567 if you have other questions.

## June 2016 new Potomac members

### New Members

|   |   |   |
|---|---|---|
| David Ahearn - 2014 911-50 - from Washington            | Daniel Hill - 2015 911 Carrera 4 - from Alexandria            | Len Rosanoff - 2017 911 Carrera S - from Alexandria           |
| William Barnes - 1973 914 1.7 - from Washington         | Mike Klakring - 2006 911 Carrera S - from Bowie               | David Serber - 2009 911 Carrera S Cabriolet - from Washington |
| Shaun Bladow - 2017 Macan S - from Washington           | Kirk Lattner - 2016 Cayman S - from Bethesda                  | James Stephenson - 2016 Cayman - from Manassas Park           |
| Curtis Bradford - 2006 911 Carrera S - from Waldorf     | Gustavo Lopez - 2014 Cayman S - from Washington               | Charles Stine - 1999 911 Carrera - from Middleburg            |
| Paul Brockman - 1986 911 Carrera - from Fairfax Station | Samy Moutanabbih - 2016 Macan S - from Clarksburg             | Christopher Sychlovy - 2016 911 Carrera 4 GTS - from Bowie    |
| Frank Carzo - 1999 911 Carrera - from Washington        | Terry Mowers - 2006 911 Carrera S Cabriolet - from Alexandria |   |
| James Dennis - 2008 Cayenne S - from Woodbridge         | Charlene Pineda - from Columbia - transfer from Upper Canada  |   |
| Christopher Hall - 2002 Boxster S - from Linden         | Matthew Rosan - 2008 Cayman S - from Arlington                |   |

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# July 2016 Potomac anniversaries

## Anniversaries

### 45 Years

John & Doris Babcock  
Charles & Linda Olwell

### 35 Years

Andrew & Robert White

### 30 Years

Chip & Peggy Bowen

### 25 Years

Steven & Laura Stomski

### 20 Years

James Albertine  
David & Linda Riley  
William & Robin Tarrasky  
Kevin & Lisa Williams

### 15 Years

Donald Anderson & Cecilia Kempton  
Ricardo & Susan Belmar  
John & Patty Hawley  
Daniel & Karen Muensterman  
Rachel Myers & David Whittle  
Michael & Lisa O'Connell  
John & Muriel Ogilvie  
Douglas Selby & Kimberly Hart  
Charles & Nancy Stringfellow

### 10 Years

Leroy & Madison Battle  
Tony Bingham  
Jon & Judy Burton  
Craig & Linda Davidson  
Roger & Roger Drew  
Robert & Max Efrus  
Steven & Cole Forrer  
John & Mary Moore  
Cuneyt Oge  
Daniel Pugh  
George & India Soodoo  
Daniel Tiedge

### 5 Years

Eli Bloomstein  
Michael Caughlin & Margaret Northam  
Thomas & Dale Courtney  
Edward Hahn & Debra Pool  
Howard Hammermann & Fran Marshall  
John Houston  
Thomas Schudel & T.N. Nguyen  
Gary & Deb Spunaugle  
Glen & Lynn Winemiller  
Allen Yeung

## 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](mailto:dveditor@pcapotomac.org). **All photos must be originals digital files; please do not resize 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             | 14 |
| Autobahn                 | 28 |
| AutoSportsystems Group   | 26 |
| CPR                      | 9  |
| Dominion Raceway         | 14 |
| Glass Jacobson           | 14 |
| Grenier Law Group        | 18 |
| Intersport               | 3  |
| Motorcars Washington     | 5  |
| Odds and Ends Detailing  | 28 |
| OG Racing                | 7  |
| PCNA                     | 2  |
| Porsche of Silver Spring | 26 |
| Porsche of Tysons Corner | 6  |
| Radial Tire Company      | 18 |
| RPM                      | 9  |
| SSI                      | 8  |
| Stuttgart Performance    | 28 |
| TPC                      | 26 |
| Truban Motor Co          | 32 |

# Readers and Their Cars

Right: John Klish and his Gulf orange 2014 991.

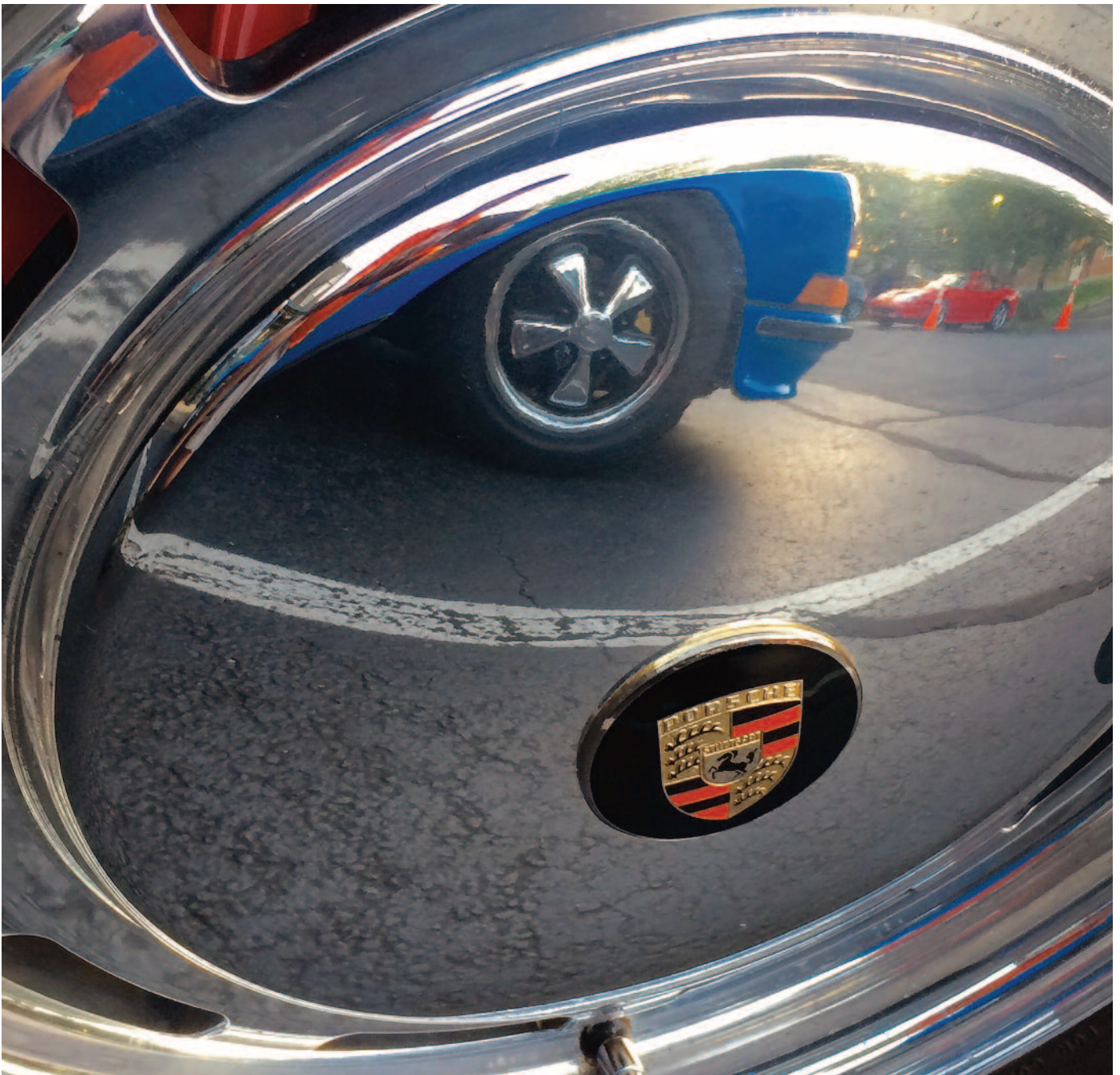
Below: The Drive and Dine group poses at Breaux Vineyards. Photo by Tom Neel.





Left: Howard, David, and Michael participate in the latest board meeting.

Below: A nice reflection of a 72 Fuchs wheel in this 57 speedster. Photo by Kevin Naughten.





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