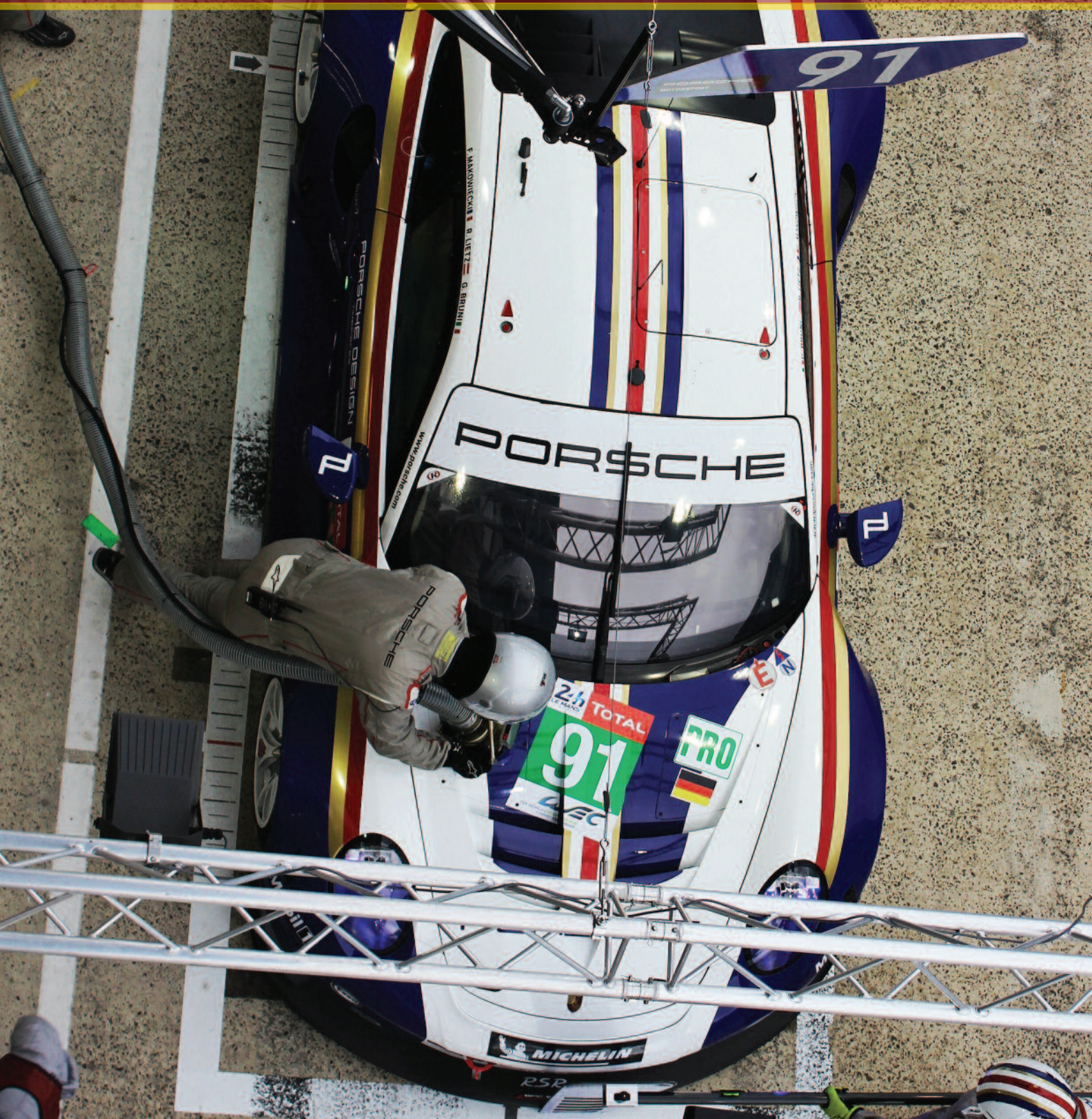


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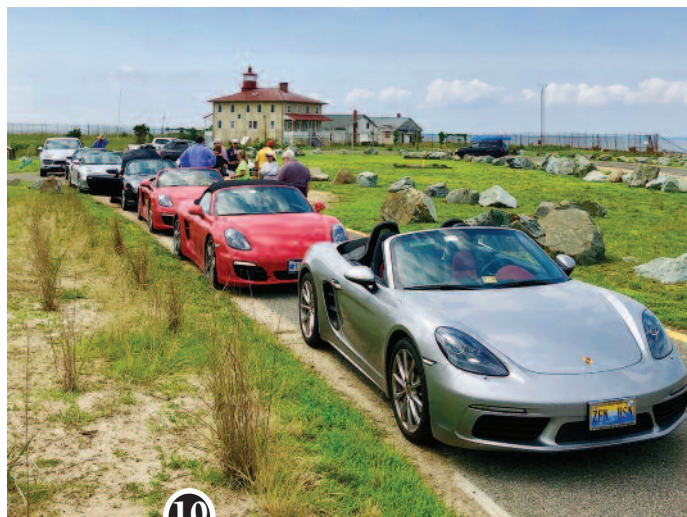
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Cover photo: Photo by Hank Allen.



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der Vorgänger

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PORSCHE

Two Hobbies

I have been a Porsche owner for thirty years. At first I simply drove a Porsche but I've been an active PCA member for over 20 years and between Autocross, HPDC, Drive and Dine and Rallies and reading 5 Porsche publications (and editing this magazine) it is clear that Porsche has become an active hobby.

A few years ago I joined a boat sharing club and I take 20' to 30' power boats out on the Potomac and South Rivers 15-20 times a season. I am always joined by at least one family member and frequently by friends. I also read 3 boating magazines. I look forward to boating and claim it as my second hobby.

I have come to notice quite dramatic differences between these hobbies. To begin with, I don't actually worry about getting hurt or damaging my Porsche every time I put it in gear. Not so with the boat. From the moment you move the gear selector from neutral you have to be constantly aware of sun angle, wind and current direction and speed, the impact on steering of the design of the boat and rotation of the props.

Add to this that, despite there being channels to guide you, there aren't any lanes. Imagine 6 lanes of interstate with no directional or lane markings. Oh, and you don't have any brakes – just reverse gear. The rules are complicated and even my limited experience suggests that many “captains” don't know them. And then there is docking. When was the last time you were out for a drive and began worrying immediately if you could safely

park your car in your own garage? This is true of boaters all the time. Boats don't turn the way cars do – not even close. The rears continue along their arc in a manner designed to turn into the very thing you were trying to steer around. Which is generally a dock or worse another boat just sitting there.

The boating magazines I read have essentially three topics: a) How not to get killed in your boat; b) how to fix stuff that breaks; and c) how to buy a new boat. When you get right down to it, this hobby is a lot of worry.

My Porsche, on the other hand, operates like a car. It goes where I point it and stops as I intend it. If it rains, I have a top and am safe from Thor, et al. Most of the other drivers I encounter have at least a modicum of training and experience and are generally not in their vehicles with the intent of drinking. At the end of my drive I park the Porsche without a second thought. I will continue to enjoy boating (I hope) but every moment on the water is sort of like what driving my Porsche would be like if every drive was a Club Race!

Oh, one other thing – boating is way more expensive than owning even a late model Porsche. The cost of a nicely optioned 911 won't buy you much of a new boat. Not to mention having to rent a second garage even out of season. Or having to put it on a trailer simply to go home. Did I mention thunder storms?

– Glenn

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Anniversary

August is my PCA anniversary month; I have been a member for fifteen years! On the one hand, I'm amazed at that length of time. On the other hand, it seems like I joined last year. It's another example of my advancing years and just another item on a long list of milestones that I find hard to believe.



David Dean

While fifteen years of membership is noteworthy, there are 698 primary members who have a longer tenure than I have. Our longest-term member has a join date of December 1, 1955; 63 years as a member! We have another who has been a member 62 years. Ten people have observed 50 years of membership; 53 have been members for 40 years; 127 have passed 30 years of membership; and 239 have marked 20 years of membership.

On the day that I'm writing this, Potomac has 2,483 primary members and another 1,363 co-members. The highest number of primary members we have had is 2,518 (with 1,376 co-members) on July 1, 2018. Since June 1, 2014, our primary membership has increased by 160. Typically the numbers increase over the course of a month – and then drop on the second day of the month when the expired / non-renewing members are removed from the list. Our membership is steadily increasing, mirroring the steady growth in PCA membership nationally.

Reoccurring themes that come up at our leadership meetings

are providing events and activities to our members that appeal to the variety of different interests of club members - and making the club enjoyable and rewarding enough that people want to continue their membership. For some of our members, receiving their monthly issues of *dV* and *Panorama* are their reason for membership. (For others, this isn't enough, and unfortunately, they allow their membership to expire.)

The club has six different programs which allow you to enjoy driving your Porsche. Three of these fall under the "relaxed" category: Concours, Drive and Dine, and Rally. The other three involve more "spirited" driving: Autocross, Driver's Education, and Club Race. There are detailed descriptions of these programs on our web page. Take a look and see if there's something that catches your attention. If you have any questions, email the program chair. In addition to these programs, we host several different social events each year. From the Club Picnic, to our annual Holiday Party, there are plenty of chances to meet up with your fellow Porsche owners.

If you've been around PCA for any length of time, you've heard the slogan "It's not just the cars, it's the people". If you haven't attended one of our activities or events, join us, and see what you've been missing. Who knows, you may enjoy it enough that it will keep you coming back year after year – and you could be celebrating your 15 year PCA anniversary before you know it!

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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.

August

- 3-5 Porschefest - Summit Point Main
- 4 Porschefest D&D - Summit Point Main
- 4 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 12 Autocross #5, Bowie Baysox Stadium
- 18 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm
- 25 4th Annual Euro-Marque Golf Tournament, Raspberry Falls, Leesburg, VA, 1pm.
- 31 Summer DE at VIR (through Sept 2)

4th Annual Euro-Marque Golf Tournament

The Founder's Region, PCA Potomac, is excited to hold our 4th Annual Euro-Marque Golf Tournament with support from the National Capital Chapter of BMW Car Club of America.

This tournament is also open to Audi, Mercedes Benz, and Aston Martin car club members. If you are a golfer who has a passion for cars, whether it's the love for yours or the envy for another's, then this low-key and low-risk-to-your-car event is for you.

Date: Saturday, August 25th, 2018

Time: 1pm Shotgun Start

Location: Raspberry Falls Golf & Hunt, Leesburg, VA 20176

BBQ Dinner: 5:30pm

Cost: \$105 (Includes greens fees, cart fees, unlimited range balls, and a BBQ dinner, dedicated parking. Credit cards will be charged starting August 1st)

Registration: Closes at midnight on Wednesday, August 22nd

Got questions? Send them to msong@pcapotomac.org.

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.

Dulles, VA

Dunkin' Donuts @ Dulles Landing Shopping Center on Loudoun County Parkway north of US 50. (7-9 am on Sundays).

Winchester, VA

3rd Saturday, 8-11 am, Truban Motor Company located at 60 W. Jubal Early Drive in Winchester, VA. All car types invited. Rain or shine.

Bethesda, MD

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

Potomac Monthly Brunches

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

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

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

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Lighthouse Drive Heads Deep Into History

*Story and photos
by Glenn Havi-
noviski*

On June 9 and 10, fifty PCA Potomac Drive and Diners embarked on a trip into historic Southern Maryland, enjoying scenery along the rugged shore of the Bay, resort towns, lighthouses and a winery deep in the lower Patuxent valley.

The trip started with a brunch at the Boatyard Inn where the managers generously reserved the back room for our group (still some overflow into the bar area) and the food was wonderful. We managed to get the entire group of cars out of the tight confines of Annapolis and into the countryside, stopping for ice cream and a breather down by North Beach (where a

rescheduled carnival displaced our chosen parking area). The group spread out along the shore route heading south, paying a visit to the Cove Point Lighthouse, constructed in 1828 for a grand total of under \$6000. In the distance you could view the cliffs along the shore and the threatening skies which resulted in a massive downpour later on in the afternoon.

For the evening, the group filled a block of rooms at the Holiday Inn Solomons, where various members decamped to the lounge to watch the Belmont Stakes as the sun once again emerged outside.





Saturday night dinner was on Solomons Island at The Lighthouse Inn, where the managers generously reserved part of their upstairs function room. Legendary for crabcakes and drinks, a great time was had by all. Many of the group headed down to the restaurant (and back) via a shuttle bus, complete with miniature disco ball, strobe light and driver who rattled off all the classic rock bands he carried in the bus to the local concert venue in recent years, along with displaying backstage passes, drumsticks, and some mysterious piece of clothing wrapped around the rear view mirror. Others took 20-25 minute walk while a few others found some parking across the street.


On Sunday, following a more leisurely than expected breakfast (the service seemed a little befuddled by both the Porsche Club and Elks Club populating their dining room), the group staged neatly into two columns and took a drive over the 1.4 mile Governor Thomas Johnson Bridge over the mouth of the Patuxent, first west and then south along Route 5 through small towns and forests, and then through the historic colonial capital of Maryland at St. Mary's, populated hauntingly by the wood frames and brick chimneys of the original buildings of the historic city, along with one or two brick buildings remaining from the early-mid 17th century.

Around 10:15, we arrived at Point Lookout State Park in Scotland, MD, on the site of the Union army's largest prisoner-of-war camp, which held over 52,000 Confederate soldiers over a three year period. A nearby cemetery is where some 3400 of those soldiers were buried, along with an obelisk memorializing those soldiers.



Continuing to the south end of the Point Lookout peninsula, the group reached the confluence of the Potomac River and Chesapeake Bay. Point Lookout Light (currently awaiting an extensive restoration by the state) was constructed in 1830 and is the southernmost point in Maryland not on the Eastern Shore. The Porsches and their drivers and passengers congregated around the circular drive next to the lighthouse, surrounded by water on 3 sides and clear skies above.

While some folks headed back home after a quick stop at the park's general store, a large group headed north along Routes 5 and 235, passing the Patuxent Naval Air Station (with old planes lined up nearby the route) and the Patuxent River Naval Air Museum (a potential destination for next year's trip!). Arriving about 75 minutes later at the Running Hare Vineyard, (including both winery and neighboring brewery) we were greeted by lovely surroundings, superb wine for tasting (and our South American wine expert on the trip purchased some of their Malbec), and musical entertainment – the exclamation point to a unique tour. Happily, enough places were not visited on this trip that will enable us to do another exciting yet different Lighthouse Tour next year!



*An inside look at the future of
motoring, or perhaps, mobility.
Part 2 of 2.*

Harmonizing Reality World

Story and photos
by Glenn Havi-
noviski.

In Part 1 of this article, Glenn wondered about the reasons we buy Porsches and how some forecasts of the future of automobile manufacture, marketing and use don't portend well for PCA members. In tracing how we got to this pass, Glenn pointed out the many attempts, principally by government, to expand and improve the infrastructure that essentially controls the driving experience.

Going forward he sees four mobility trends that will, in combination, determine much of the future of Porsche: Autonomous vehicles and progress toward level 5's full on driverless mode, shared mobility platforms like UBER and Zip Car, connectivity including real time traffic and routing, and electrification as in Porsche's move to Formula E.

In Part 2 we will see more of this fascinating look at the future ...

...

The Future Lands in Montreal

For transportation engineering consultants such as myself (who parlayed my childhood love of cars, maps and urban planning into a career), all of these events are both an opportunity and a curse. Opportunity as it allows me to extend 30 years of systems engineering and traffic management and information systems experience into new and evolving applications that may keep me busy well into the traditional retirement years. A curse, as it may eventually lead to fewer places to drive my Porsche.

When I attended the annual Intelligent Transport Systems (ITS) World Congress held late last year in Montreal, it was clear from the exhibits and technical sessions that a corner had been turned. The transportation realm is fast changing from one where vehi-

cles are designed to adapt to government-developed transportation networks to one in which government agencies are struggling to understand how they will need to change their networks to adapt to private-sector-developed vehicle initiatives.

Most Asian countries have thrown visible support to automakers and technology companies both addressing vehicle automation and V2X communications. Booths at the exhibition featured numerous Asian automakers and European technology companies along with mapping companies from the US and abroad (as well as my own firm, Iteris, which focuses on transportation consulting, big-data analytics, traveler information, and video sensors). Taiwan excitedly offered their booth as a tribute to "Harmonizing Reality World".

The U.S. government, on the other hand, has focused on public-sector driven initiatives (a legacy of past administrations), with particular emphasis on three "model deployments" for Connected Vehicles and a \$50 million "Smart City" program (with numerous private contributions beyond that) in Columbus, Ohio that contains several uses of automated technologies to enable mobility for poor and elderly city residents. Automated driving systems have mainly been addressed through National Highway Traffic Safety Administration (NHTSA) guidelines, plus actions in Congress that will aim to minimize Federal barriers to vehicle automation, including negating state regulations on driverless vehicle testing.

There were not as many public sector representatives from the U.S. as normally show up for prior World Congresses in North America. Engaging both public sector and private sector agencies in dialogue



*Above: Photo by
Dr. Ing. h.c. F.
Porsche AG.*

and discussion becomes more difficult when many public-sector transportation departments (Federal, State and local) are unable or unwilling to send their technical leaders to conferences such as the ITS World Congress due to both financial and political constraints. (Canada being considered a “foreign” country did not help in this regard.)

Finally, a curiously-timed news article was published by Associated Press during the conference. It stated the current administration was in all likelihood reducing its support in implementing connectivity technologies using the long-supported DSRC standard. Almost concurrently, a private consortium announced a major demonstration of 5G technologies for use in wireless vehicle communications. Symbolically, a torch seems to have been passed from government to private industry to solve our nation’s transportation challenges.

Experiencing a Smart City

While at the World Congress, I cherished the opportunity to speak in two sessions, chair two other sessions, and make regular appearances in my company’s exhibition booth. There were demonstrations of driverless shuttle buses (one of which stopped suddenly, stalled in the middle of a desolate guideway with confused passengers unable to do anything). Our firm demonstrated the use of pedestrian and bicycle sensors to adjust traffic signal operations and communicate information to passing vehicles.

Along with the advanced operations centers that manage traffic control in the city, the sharing of real-time traffic information with travelers via smart phones as well as with vehicles, and providing mobility to people without cars, these are elements commonly promoted as part of a “Smart City”. Other things associated the Smart City concept may include managing street light intensity based on vehicle and pedestrian traffic, controlling electricity availability based on historical demand and weather conditions, as well as managing and monitoring availability of hospital beds and emergency rooms throughout a city so that patients can be brought to available facilities.

In essence, the Smart City seems to be a catch-all term for all technology applications associated with

*Below: The ITS
World Congress
in Montreal pro-
moted “Smart
Cities” as the fu-
ture platform for
transportation
technology*



operating and managing transportation, public services, and mining data in an urban area, and at this conference (as well as with advertising frequently proffered by many huge technology companies) is in continuous danger of being overused and over-hyped.

On the other hand, much of the fun at the conference stemmed from the free “Opus” electronic card provided to all the registrants. The card enabled week-long use of Montreal’s rubber-tired Metro system, frequent and clean bus services, bikesharing (somewhat useless on the rainy, cold days while we were there).

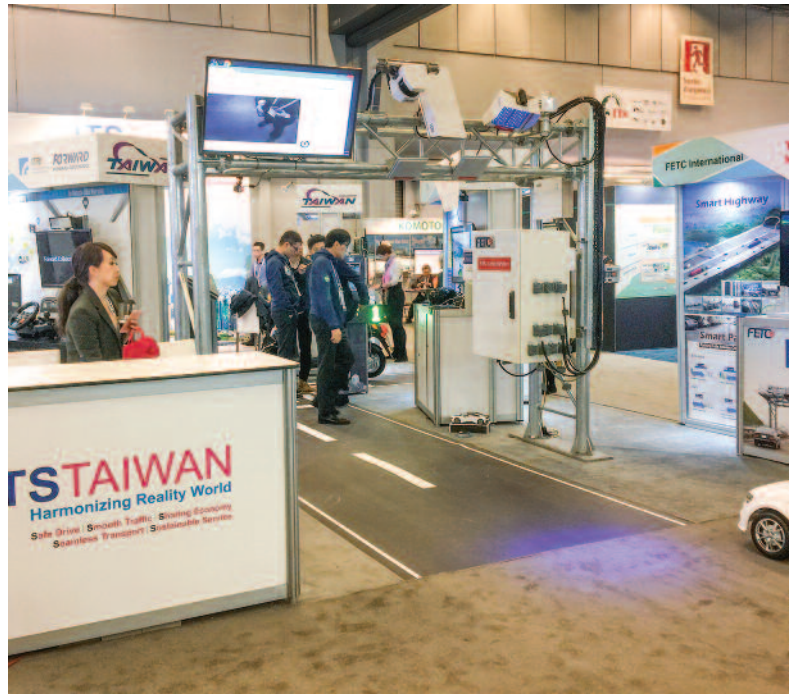
And of particular interest, the cardholder could access the use of shared electric vehicles that could be driven to various places in the city and left behind, assuming you find a legal parking space or a designated vehicle charging location. An app on your phone would locate an available shared vehicle nearest to your location. The vehicles (Nissan Leafs plus a few Prius-C hybrids) were reserved with the app, and upon walking to the vehicle’s location, it would be unlocked with your Opus card, and you could climb in and noiselessly roll off to your destination within the city. The app and the in-vehicle nav system provide charging locations to drop the car off at if you wish. “Normal” users pay something like \$10 an hour for

using these vehicles, so the card was a nice perk from the conference. Super convenient, and a Smart City amenity easily enjoyable by visitors.

So What’s Next?

Amid the continuous publicity about the driverless future, crashes are on the upswing the last two years despite the increased number of safety features on our vehicles (airbags, collision warning devices, etc.). All thanks to another big trend, distracted driving. Any given moment on the road, you can see drivers texting or dialing while driving, careening halfway into intersections at red lights, sitting at the green light, or weaving in and out of lanes on the Interstate. If there is anything automation and shared mobility will do, it will be to free up the traveler to text, surf, and, most importantly to businesses such as Google that have invested so much in driverless vehicles, buy things.

Despite the imperatives and breathless pronouncements made by the tech firms (especially the wide-eyed Silicon Valley youngsters), the experts have generally agreed that we are at least 10 years from a 25% market penetration of driverless vehicles, and likely 30 to 40 years from an 80% market pen-



Right: “Harmonizing Reality World” with Taiwanese driving simulation and electronic tolling systems.

Below: Your Opus card is placed over the windshield’s card reader and the door to the shared vehicle unlocks.





Above: Shared-use Nissan Leafs at your service in Montreal.

etration. That means, for the foreseeable future (In most of our lifetimes, anyway), we will have roads, traffic signals, signs, winding and hilly roads, and yes, Porsches.

Electrification of vehicles (with or without driverless features), on the other hand, is well underway, and clearly Porsche has already started down that path. I think we can look forward to more flat-6 and flat-4 sports cars and front-engine, 4-door Porsches for a while. But the electric writing is on the wall and the e911 (even if hybrid 911s were originally poo-pooed by Porsche execs) may yet happen.

Interestingly, Porsche has also provided a unique spin on shared mobility, initiating a service (Porsche Passport), for now available just in Atlanta, where for a \$2000 monthly fee, you can drive up to eight different Porsches (non-911 and non-Panamera) a month, and for \$3000 a month, you can drive up to 22 different Porsches (including 911s and Panameras) without actually owning them. So ostensibly, you could have an electric Mission E for business and commuting purposes, and a snorting /exhaust-popping 718 Cayman for weekend jaunts out to the winery.

If other arrangements were available just for weekend use, the costs could be more affordable and may be a way to attract the urban cynics to the Porsche brand and introduce them to our fun world without

denying them the convenience, environmental cleanliness, soy lattes, and other opportunities in the future Smart City.

...

About the Author: Glenn N. Havinoviski, a transportation engineering consultant with over three decades of experience in the US and overseas, joined PCA Potomac in 2008 upon delivery of a 2.7-liter Cayman, which may or may not have been the last Porsche ever equipped with a 5-speed manual transmission. The car had no Bluetooth or USB connection, further linking its heritage to the earliest 356's. He has since graduated to a 718 Boxster S with PDK, lane change warning system, front and rear object sensors with rear-view camera, heated steering wheel, and Connect Plus with live traffic and Google Earth displays. When not being overwhelmed by his car's prodigious low-end torque, he serves as Potomac Region's Drive and Dine Committee Co-Chair. He is married to Nancie, and father to a 91-year-old (in human years) beagle.



Attention in the Pit & Paddock... The Countdown to Club Race Has Begun!

Story by *Kenneth D'Angelo*

With summer in full swing the PCA Potomac Club Race Committee is busy preparing for one of our club's most celebrated events, our annual "Rock The Summit" Club Races. Every September for twenty-six years PCA members from all of North America have gathered in Summit Point, West Virginia, for an action-packed weekend of friendly, fun and competitive Porsche automobile racing. This year will be no exception.

The PCA Club Racing program is the largest single-marque racing series in the world. The program has over thirty race events every year, each hosted by a different PCA club region, or group of regions. Last September we welcomed a record number of racers to Summit Point, one hundred and forty to be exact, and we are expecting an even bigger crowd this year. The repave of the Summit Circuit last fall is enticing racers to come and experience the new asphalt for themselves. Already this year we have seen big drops in lap times on the circuit, so everyone will be trying to improve on previous lap times and/or set new records. Another huge draw to the event is our Vintage Class racing. This unique program features only air-cooled Porsches manufactured in 1983 or earlier. It was founded at our event two years ago by one of our past Club Race Chairs and has since expanded to many other region's events as well.

The race schedule we will be using this year is very similar to last year's. Friday will consist of multiple practice sessions and afternoon fun races for all five of the race groups. Saturday will have two 30-minute sprint races for all groups and Sunday we will feature sprint races for the vintage class as well as two 90-minute Enduro races for the other classes. We have also added a new feature to the lineup this year, a pro-racer guided track walk Friday evening. We will be having our Charity Parade Laps during the lunch hour again on Saturday as well. All club members, their families and guests are encouraged to come out and drive highway speed (under 55mph) laps around the race track, for a minimum donation of \$20 per vehicle. All of the funds raised during the parade laps will go to The Erin Levitas Foundation. To learn more about this special cause log onto erinlevitas.org.

Friday evening we will honor our many hard-working event volunteers with a happy hour and a special German-themed dinner celebration. Our Racer and Sponsors Awards Banquet on Saturday evening will feature our highly regarded southern-style feast provided by our friends at Dixie Bones BBQ. We also planning to add a couple new social features to the program this year; an Italian Ice truck in the paddock Saturday afternoon; and a coffee social with fresh donuts made to order by a donut truck on Sunday morning.





To race in the PCA Club Racing program there are two major requirements: A member must have a PCA Club Racing license, typically obtained through our Driver's Education program and/or other club racing experience, AND a Club Racing certified Porsche sports car. For more information on these requirements and instructions on how to apply please visit www.pcaclubracing.org.

If you are not ready to actually get on track and race there is another equally exciting way to get involved in our event and that is by being one of our volunteers. Hosting an event of this size requires over one hundred volunteers to staff all of the various support functions. Volunteer positions include working on our grid team, corner work/flagging, timing & scoring, vehicle tech & scales, paddock management, social coordinating and many more. Volunteers receive all of our specially branded event swag items, complimentary dinner tickets and stipends towards overnight/travel expenses.

Hosting such a large event every year not only takes lots of volunteers, it takes money as well. We rely heavily on the generous sponsorship donations of

many local and national sponsors in order to fund our event. If you are interested in learning more about becoming a sponsor please email us at clubrace@pcapotomac.org.

The Potomac Region's 2018 "Rock The Summit" Club Race will be held on September 21st, 22nd, and 23rd at the Summit Point Motorsports Park in Summit Point, West Virginia. Volunteer registration is currently open and Racer registration opens at 10:00pm EDT on August 6th, 2018. Registration for both Volunteers and Racers is done online at <http://register.pca.org/>. If you want to volunteer but are unsure about what position you want to try, go ahead and register and our team will be in touch.

For more information about our program please Email us at clubrace@pcapotomac.org. Volunteers, racers, family and friends can also stay informed by joining our Facebook group "PCA Potomac Club Race."

On behalf of the entire PCA Potomac Club Race Committee, we look forward to seeing you at the races!



Le Mans 2018: How to Maximize Your Visit

*Story and photos
by Hank Allen*

We arrived at Charles de Gaulle Airport at 8 AM and took a cab into central Paris. We spent two days visiting some of our friends and old neighborhoods. There are several ways to get from Paris to Le Mans: High Speed Train (TGV) from the airport or Gare Montparnasse; tour bus provided by a travel organization or; rental car. This year we picked up our rental car at Gare de l'Est and drove out to Le Mans on the A11 autoroute. Le Mans is in the Loire Region famous for its many Renaissance chateaux, cuisine and wines. It is also relatively close to the Normandy Beaches and the Mont Saint Michel. We always combine race week with some more relaxed tourism.

You will need to decide how much of "Le Mans" you want to experience: seven days; four days or; just the race. It is important to carefully review the ticketing requirements on the Automobile Club de l'Ouest (ACO) website to ensure you have access to the activities you wish to see during the week prior to the Saturday-Sunday race. There are several options for the days spent at the circuit. The premier access is if you have a friend at Porsche who can get you into the Porsche Experience Center. This provides access to their facilities and an opportunity to mix with current and former Porsche drivers and executives.

If you are not in that category, you can buy your tickets directly from the ACO or become a member of the ACO for \$150.00. This provides access to the ACO Club, a private view of the track, two grandstand seats, reduced rate on tickets and pit walk, magazine, poster and program and SMS race updates. We

chose to go through a tour operator for tickets and hospitality suite. You can also have them make your hotel reservations. We decided to reserve our own bed and breakfast south of the track. There are many lodging possibilities, but as always, you should reserve early. On Wednesday our tour organizer The Grand Prix Club dropped off our ticket packets at our bed and breakfast (B&B) located just south of Arnage. The package included access to the paddock, day and night practices and qualifying, close-in Bleu parking and main straight grandstand tickets. The best part was the hospitality suite located across from the Porsche Experience Center with a view of the Ford Chicane and pit entry. It included three gourmet meals, an open bar and a 24-hour shuttle service to the far corners of the track. From there we could observe the Porsche Curves leading to pit entry and the Start-Finish Straight. Onion soup at midnight during the race provided a good boost to make it through the night. Espresso shots also helped!

If you do not have a car, staying in town and using the Tram is the best bet. You can arrive by TGV, easily get to your hotel and take the Tram to and from the track. It does take some hiking once you get off the Tram. However, you will not need a designated driver! Be prepared for crowds. At times you and 300 thousand of your friends will be at the venue. The racing teams conducted scrutineering on the Place de la République on Sunday and Monday. No tickets are required. The central square and parade route are packed with fans who want to get a closer look at the cars and the driving teams. The weigh-in and measur-

ing of the cars is very similar to what DEKRA does as the official Technical Partner of International Motor Sports Association (IMSA). The technical inspection provides independent third-party verification of race cars' compliance to Federation Internationale de l'Automobile (FIA) World Endurance Championship (WEC) standards. The crowds in Le Mans are a bit larger than at an IMSA race! This makes access to the venue somewhat more challenging. This is also the case for obtaining driver auto-

*Below: The
Michelin Chicane*





Above: Porsche 917 20 Pink Pig Tribute Getting Ready.

graphs on Tuesday afternoon. If that is something you fancy, the sessions at IMSA races are busy but much more accessible. Many of the drivers participate in both championships.

Wednesday activity cranked up at the track. Free practice ran from 1600 to 1800 and Qualification 1 was from 2200 to 2400. On Thursday there are support races for "Road to Le Mans" P2 and GT, Aston Martin single brand races and WEC practice. There is a fine Museum of the 24 Hours at the main entrance to the track. This year's temporary exhibit is "Blue & Orange – a team, a legend" dedicated to John Wyer and his exploits with Ford, Porsche and Gulf-Mirage prototypes. Gulf Oil's famous blue and orange colors are an icon of the race. In 1968 those colors won the 24 Hours. We visited at 1000 on Thursday before the crowds arrived. Otherwise, it is best to visit it at a time other than race weekend.

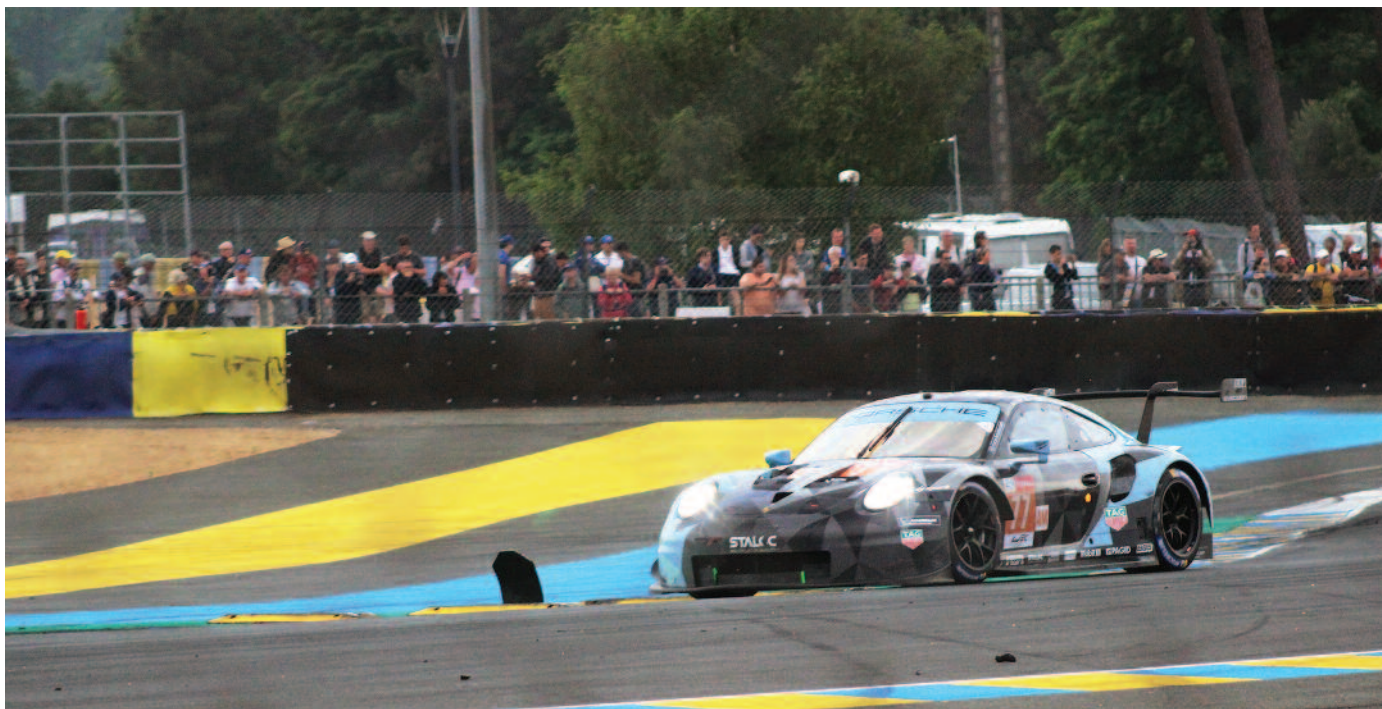
The Porsche Experience Center Le Mans (France) provides the same activities and amenities as other Centers with an opportunity to drive on the Maison Blanche Circuit. We managed to sneak into the Center and chat with some young drivers, take some photos of former winning Porsches alongside Patrick Dempsey. I have added a PECLM drive to my bucket list.

Thursday, Qualification 2 started at 1900 and ended at 2100 due to a Red Flag. Qualification 3 started early at 2130 until midnight. Fans have access to all grandstands and sites on Thursday. I positioned myself above the Porsche pits in the main grandstand. This provided a great view of refueling and tire and driver changes. Toyota led the P1s as expected. Porsche Team WEC cars were decked out in retro liveries: #91 wore the "Rothman Cigarette" colors; while #92 had the 917-20 Pink Pig tribute. Porsche Pro and Am did very well with #91 taking the Pro pole followed by #92 Pink Pig coming second. Dempsey Proton #77 took the Am pole position. On Wednesday, pole-sitter Gimmi Bruni had a wild spin into the Dunlop chicane gravel, shortly after smashing the GTE-Pro lap record in the #91 Rothmans-themed car. Sven Mueller crashed #94 during the first Thursday evening qualifying session. Mueller lost control in the kink ahead of Indianapolis and straight into the tire barriers. Porsche reverted to a spare chassis and tub overnight, with additional spare parts flown in from Weissach. It is one of two cars run by CORE Autosport in the IMSA championship. Jon Bennett's American crew supported #93 and #94.

There is no racing on Friday. The pit lane is open to the public all day. Those with an "Enceinte Générale" ticket can observe the 60 cars and talk to their pit crews and jostle for photographs in front of the

garages. We took part in the Open Pit Walk and observed all the garages on pit lane. Then we drove to the old Porsche Team Garage in Teloché where the 356, 911, 908, 917 and 936 prepared for the race from 1951-1981. Things have changed since the 70s! The sophistication of preparation, the technology and driver preparation are highlighted by the little garage that Porsche used to rent once a year for Le Mans, the interior of which was replicated in the 2018 pit garage. We then drove down Mulsanne Straight to downtown Le Mans for the Drivers Parade. After a long lunch we picked a spot at Place de la République.

jumbotrons and YouTube are for. The Grandstand Straight with the Start-Finish line leads to Dunlop Curve (Turn 1) under the Dunlop Bridge, through the Dunlop Chicane, Esses, and Tertre Rouge (Turn 4) before turning down the 3.7-mile long Hunaudières Straight. Two Chicanes, slow cars down as they approach Mulsanne Corner (Turn 5), through the kinks then turn left at Indianapolis (Turn 6), sweep around to the right at Arnage (Turn 7), picking up speed into the Porsche Curves before braking hard at the Ford Chicane and back on to the Grandstand Straight.



*Above: Eventual
GTE Am Winner
in Dunlop
Curves*

The Parade started from Place des Jacobins at 1730 and ran until they decide to stop! The spontaneity of the event made me think about why French drivers have had great success driving Porsches since 1951, when Auguste Veillet drove the #46 356 SL (Sport Light) "Gmünd-Coupe" to the first class victory to today with Kevin Estre, Fred Makowiecki, Julien Andlauer, Patrick Pilet, Romain Dumas, and others. The combination of culture appears to be a winning formula. The drivers are seated in classic and new convertibles as they promenade through the main street of Le Mans. The scene has the atmosphere of a Mardi Gras Parade. Most drivers seem to enjoy the interaction with the thousands of fans. After a fun day it was time for a nice meal in town and getting back to the B&B. Saturday would be an even longer day.

The track is 13.6259 kilometers (8.4667 miles) long. There are no bad places to watch the race. Each perspective is different: more or less noise, passing, night shots, high speed, and pit action. You will always miss something on this long circuit. That is what

Friday, fans can drive on two thirds of the actual race course including some of the pre-1967 track configuration. We drove around Tertre Rouge, down Mulsanne Straight into Turn 5 to Indianapolis and Arnage. You continue where the track used to go through the village of Arnage, then north toward Maison Blanche before cutting back to the east at the current Porsche Experience Center. Maison Blanche is still there as is the main street of Arnage that is now a suburb of Le Mans.

Walking through the infield, the atmosphere is part state fair, part folk festival, part amusement park. There is a wide variety of food available, ranging from gourmet to fast food. The smell of merguez (spicy north African sausage), méchoui (lamb on a spit), frites, and crêpes wafts through the air. The midway has the iconic Ferris wheel and other rides. The camping areas are an international gathering of national and brand flags. There are contemporary concerts every night.

On race day a special access wrist band is required

to be on pit lane when the cars are brought into position. It is well worth having one! Six-time winner Jackie Ickx took a few laps as part of his Grand Marshall duties. The sixty cars then did a few warm-up laps before lining up in race order on pit straight. Some drivers and several pit crews were near their cars. Derek Bell is among the notable strollers who draw a crowd. We walk down along the cars and return down the now empty garages. Fernando Alonso is spotted running back to his pit. Dempsey is giving autographs and posing with race fans? Marshals and security personnel clear the pits and it is time for teams to get serious. Two warm up laps are completed. The race starts at 1500. We watch from the platform overlooking the Porsche Esses. The cars enter pit straight and the French Tricolor is waved. Game on! We watch a few laps and it is time to go out to Indianapolis and the Michelin Chicane to watch the action there.

Over the course of the race we shuttle or walk to Arnage, the Dunlop Bridge and Esses, Tertre Rouge, the Grandstand canyon, and the Porsche Esses. Tertre Rouge is particularly spectacular at night. In 2015, I pulled an all-nighter. I must have matured since then. We headed back to the B&B well after midnight and return to the track at 10 AM. We watched the race on television during our meals. The final hour was spent in the Ford Chicane grandstand.

Race Results

Prototype 1 was a foregone conclusion if Toyota could keep the car on the track, be reliable and not get hit by a competitor. The P1 race was a bit underwhelming. Rebellion put up a good fight but did not have the pace to challenge Gazoo Racing.

P1 Results

1. #8 Toyota Gazoo Racing. S. Buemi/K. Nakajima/F. Alonso - Toyota Ts050 – Hybrid. 388 laps at 248.2 Kph.
2. #7 Toyota Gazoo Racing. M. Conway/K. Kobayashi/J. Lopez - Toyota Ts050 – Hybrid. 386 laps at 247.8 Kph.
3. #3 Rebellion Racing. T. Laurent/M. Beche/G. Menezes - Rebellion R13 – Gibson. 376 laps at 244.9 Kph.

Prototype 2 was far more competitive with several teams jockeying for the podium positions. France could claim some joy with a first-place finish for their Alpine Team. American team United Autosport reached the third step.

P2 Results

5. #36 Signatech Alpine Matmut. N. Lapierre/A. Negrão/P. Thiriet - Alpine A470 – Gibson. 367 laps at 235.1 Kph.
6. #39 Graff-So24. V. Capillaire/J. Hirschi/T. Gommendy - Oreca 07- Gibson. 366 laps at 235.7 Kph.
7. #32 United Autosports. H. De Sadeleer/W.

Owen/J. Montoya - Ligier JSP217 – Gibson. 365 laps at 235.1 Kph.

GTE Pro Results

Porsche dominated a very competitive GTE Pro class. The #92 Rosa Sau 911 RSR of Kevin Estre, Michael Christensen and Laurens Vanthoor took the victory, followed by the #91 "Rothman" Team of Richard Lietz, Gimmi Bruni and Fred Makowiecki and the Chip Ganassi Racing #68 Ford GT in third. Porsche picked up its first 1-2 result since 2013. #92 never gave up its class lead after Estre took the lead during the a fourth-hour safety car period and keeping the fastest pace in the race. When the safety car came out, #91 Porsche and #68 came to the pits, and were blocked at pit out. That cost the chasers two minutes they never made up. #91 was involved in a tense end of race fight with the Ford. Makowiecki came under pressure from Sebastien Bourdais, who had benefited from a safety car period in hour 19. The two Frenchmen drew alongside each other at the first Mulsanne chicane. Makowiecki shut the door as the pair ran nose-to-tail through the fastest sections of the circuit. The Ford produced a sweeping overtake to the outside at the right-kink before Indianapolis. Makowiecki sped past on the way to the Porsche Curves where he ran Bourdais off into the marbles who slipped back. His partner Dirk Mueller closed in during the final stint but fell just over a minute short. Estre crossed the finish 48 seconds ahead of Richard Lietz in the #91. The two IMSA Porsche Teams did not fare as well with #93 losing 30 minutes due to suspension woes and #94 retired, possibly not having fully recovered from its qualifying crash.

15. #92 Porsche GT Team. M. Christensen/K. Estre/L. Vanthoor - Porsche 911 RSR. 344 laps at 212.9 Kph.

16. #91 Porsche GT Team. R. Lietz/G. Bruni/F. Makowiecki - Porsche 911 RSR. 343 laps at 213.1 Kph.

17. #68 Ford Chip Ganassi Team USA. J. Hand/D. Müller/S. Bourdais - Ford GT. 343 laps at 213.2 Kph.

18. #63 Corvette Racing. J. Magnussen/A. Garcia/M. Rockenfeller - Corvette C7.R. 342 laps at 213.8 Kph.

20. #52 AF Corse. T. Vilander/A. Giovinnazzi/L. Derani - Ferrari 488 GTE Evo. 341 laps at 212.8 Kph.

21. #66 Ford Chip Ganassi Team UK. S. Mücke/O. Pla/B. Johnson - Ford GT GTE. 340 laps at 213.0 Kph.

22. #51 AF Corse. A. Pier Guidi/J. Calado/D. Serra - Ferrari 488 GTE Evo. 339 laps at 212.6 Kph.

27. #93 Porsche GT Team USA. P. Pilet/N. Tandy/E. Bamber - Porsche 911 RSR. 334 laps at 212.8 Kph.

Retired: #94 Porsche GT Team USA. R. Dumas/T. Bernhard/S. Müller - Porsche 911 RSR. 92 laps at 212 Kph.

GTE Amateur Results

The Dempsey-Proton Racing team of 18-year old Julien Andlauer, Matt Campbell and Christian Reid swept to the class lead in the third hour. The trio was



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rarely challenged enroute to their GTE Am victory. First class win for Porsche since its GT2 victory in 2010 and first for co-owner Patrick Dempsey. Race rookies Campbell and Andlauer, were the best of the Gold and Silver drivers. Campbell brought the #77 Porsche 911 RSR home for the win in the car's first year in GTE-Am. Second place went to #54 Spirit of Race Ferrari 488 GTE of Thomas Flohr, Francesco Castellacci, and Giancarlo Fisichella. The #85 Keating Motorsports Ferrari nearly took second, but Ben Keating's late-race spin beached it at Mulsanne Corner. Jeroen Bleekemolen had an early course exit that cost the team 90 seconds. The #99 all American Proton Competition Porsche was fourth. The #86 Gulf Racing Porsche RSR led early in the race but a slow leak in the first hour slowed it until Wainwright contacted the wall at Indianapolis during the second hour. This called for lengthy repairs. It returned to the race to finish in 11th place. Paul Dalla Lana's race ended early after contact with the wall in the Porsche Curves just after midnight. The #56 Team Project 1 Porsche RSR of Bergmeister, Lindsey and Perfetti was sixth. We are used to seeing these drivers as part of the Park Place Team in IMSA. Christina Nielsen was the only woman in the sixty-car field. The pole-sitter #88 Dempsey-Proton Porsche RSR retired in the 18th hour when Matteo Cairoli crashed in the Ford Chicane, possibly triggered by a mechanical failure.

25. #77 Dempsey - Proton Racing M. Campbell / C. Ried/J. Andlauer - Porsche 911 RSR. 335 laps at 210.1 Kph.

26. #54 Spirit of Race. T. Flohr/F. Castellacci/G. Fisichella - Ferrari F488 GTE. 335 laps at 210.8 Kph.

28. #85 Keating Motorsports. B. Keating/J. Bleekemolen/L. Stolz - Ferrari F488 GTE. 334 laps at 210.1

Kph.

29. #99 Proton Competition. P. Long/T. Pappas/S. Pumpelly - Porsche 911 RSR. 334 laps at 210.3 Kph.

31. #80 Ebimotors. C. Nielsen/F. Babini/E. Maris. Porsche 911 RSR. 332 laps at 209.4 Kph.

34. #56 Team Project 1. J. Bergmeister/P. Lindsey/E. Perfetti - Porsche 911 RSR. 332 laps at 210.3 Kph.

40. #86 Gulf Racing. M. Wainwright/B. Barker/A. Davison - Porsche 911 RSR. 283 laps at 210.9 Kph.

Retired: #88 Dempsey-Proton Racing. M. Cairoli/K. Al Qubaisi/G. Roda - Porsche 911 RSR. 225 laps at 210.3 Kph.

Toyota finally won at Le Mans after 33 years of trying. It is unfortunate that this is the year their cars were reliable but faced very little opposition. Their main competitors, Porsche and Audi, were no longer present. The Hybrids were seconds faster per lap than their nearest pursuers, Rebellion Racing ORECA LMP2-07-Gibson V8. Nevertheless, Nakajima won after so much previous heartbreak. Prototype 2 was far more competitive with the Alpine A470 (ORECA 07-Gibson) eventually being declared the winner. The excitement was clearly in the GTE ranks. Porsche fought off strong challenges from Ford and Ferrari thanks to reliable cars and outstanding platinum drivers.

This was a great week of racing, French cuisine, wine and tourism. We departed the Sarthe by driving through Normandy and passed by the site of Dan Gurney's 1962 victory in the French Grand Prix at Rouen-Les Essarts in his Porsche 804. On to Zuffenhausen, the Nordschleife and Spa-Francorchamps! But that will be for a future installment.

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The Gathering of the Faithful

Saturday, September 1st 2018 – 10 am to 2 pm

This year the "Gathering of the Faithful" returns to the AAA Four Diamond Bavarian Inn in Shepherdstown, West Virginia. Take a nice drive and leave the city behind while you drive your Porsche to this romantic country inn offering European elegance and world class service from its scenic location perched on a bluff overlooking the Potomac River. Here we will hold the next Potomac Porsche Club car show where everyone wins a door prize, socialize, eat & drink and enjoy the sites. The 11 acre grounds include an Infinity Pool and Bar, Tennis Court and multiple formal and casual dining options. Located in historic Shepherdstown, W.V. the alpine-style inn is only an hour from Washington, D.C. and Baltimore, and minutes from Harpers Ferry, Antietam Battlefield and Hollywood Casino at Charles Town Races. The Bavarian Inn has proudly won many awards, including a AAA Four Diamond and Wine Spectator's "Best of" Award of Excellence."

For those wishing to make a weekend out of the trip, luxurious accommodations can be made through the Bavarian Inn website at <http://www.bavarianinnwv.com>. The Bavarian Inn Restaurants will be open for dining the day of the event.

10:00 am – 1:30 pm	Arrive and register for Door Prizes (Registration \$5.00)
Until 10:30 am	The Bavarian Inn Dining Room offers breakfast
11:30 am	Bavarian Inn Dining Room opens for lunch
1:30 pm	Registration closes, drawing for door prizes at Porsche Club Tent
2:00 pm	Gathering of the Faithful Officially ends

All are welcome to stay, dine and socialize as long as you wish after the show.

Story by John Truban. Photo by Charlene Truban.

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The 2018 European Festival in Winchester

Saturday, September 29th 2018

The Potomac Porsche Club has been chosen to display Porsche's at the 2018 event. Come and go as you wish and enjoy prime parking inside the event as you display your Porsche for the public while enjoying a great time! Experience the Tastes and sounds of the British Isles, Germany and Italy with Traditional Food, Beverages, Music and Entertainment. This was a well-attended and popular event for our members last year and we hope to see you this year! There will be Bagpipes, German Bands, Kids Zone, Beer and Wine, FOOD! and more.

Below are the details and directions:

Saturday, September 29th 2018
11:00 a.m. – 5:00 p.m

Location: Campus of Valley Health Systems in Winchester, VA
1840 Amherst Street
Winchester, VA 22601

Admission to the Festival

Passport:\$25.00
(includes admission, food, non-alcoholic beverage and Festival Keepsake)

General Admission:
Adult Pass.....\$10.00
Child Pass (12 and under).....\$5.00
Infants (2 and under)..... FREE

To learn more or to purchase tickets visit www.valleyhealthlink.com/eurofest

The European Festival is sponsored by the Winchester Medical Center Foundation. Proceeds from the 2018 festival benefit the Winchester Medical Center Cancer Center Campaign.

*Story by John
Truban. Photo
by Charlene
Truban.*

June 2018 new Potomac members

New Members

Juan Aguirre - 2013 Boxster - from Gaithersburg
 Robert Battley - 2009 Cayenne - from Arlington
 Curtis Bowe - 2013 911 Carrera Coupe - from Alexandria
 Craig Brown - 2013 911 Carrera 4S Coupe - from Chevy Chase
 James Bruchs - 1995 911 Carrera Cabriolet - from McLean
 Terry Burke - 2016 Boxster - from Stafford
 Angel Catalan - 2013 Boxster - from Oxon Hill
 James Clark - 2014 911 Carrera S - from Purcellville - transfer from First Settlers
 Mike Collins - 1975 914 1.8 - from Frederick
 Robert DeVaux - 2018 911 Carrera GTS Coupe - from Stafford
 Steven Earls - 2013 911 Carrera

4S Coupe - from Reston
 Eric Fahr - 2016 Cayman GT4 - from Reston
 Ricky Gill - 2015 Macan Turbo - from Washington - transfer from Golden Gate
 Alex Green - 1986 944 Turbo - from Springfield
 Michael Guiterman - 2009 911 Carrera Cabriolet - from Potomac
 Steve Halbrook - 2015 Boxster GTS - from Washington
 Corey Haney - 2009 Boxster S - from Fairfax
 Seth Ingall - 2016 911 Carrera 4S - from Potomac
 Marie Jenkins - 2016 Cayenne - from Falls Church
 Timothy Kelleher - 1982 911 SC - from Waterford - transfer from Northern New Jersey
 Michael Locke - 2008 Cayman S - from Springfield
 Paul Maassel - 2003 911 Turbo Coupe - from St Leonard
 Darrell Maximo - 2014 Panam-

era S-E Hybrid - from Chantilly
 Scott McIlwee - 2004 911 Carrera 4S - from Rockville
 David Meadows - 2011 911 Carrera 4S - from Olney - transfer from Northeast
 Chad Morris - 1960 356 Coupe - from Ashburn
 Lloyd A Norwood - 2010 Panamera Turbo - from Washington
 Heinz Peters - 1970 911E - from Herndon - transfer from Carolinas
 Joshua Pidek - 2015 911 Carrera S Coupe - from Leesburg
 John Pinto - 2006 911 Carrera 4S - from Bethesda - transfer from Carolinas
 Brandon Poteet - 2018 Macan GTS - from Reston
 James Puckett II - 1999 Boxster - from Mt Airy
 Donald Savage - 2016 Boxster Spyder - from Washington
 Rishabh Sharma - 2015 911

Carrera GTS - from Rockville
 Tony Villeda - 2013 Panamera S Hybrid - from Rockville
 Susan Watkins - 2011 Boxster - from Bethesda
 Charles Williams - 1989 911 Turbo Cabriolet - from Potomac
 Craig Young - 2008 Cayenne S - from Waterford - transfer from Northern New Jersey

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July 2018 Potomac anniversaries

Anniversaries

35 Years

Michael Greenbaum & Wendy Schwartz

30 Years

Mark & Stacey Boggs
John & Tamara Geissler
Kurt & Debra Steinbacher

25 Years

Ivan & Jennifer Arzola
James Henry & Marydonna Judge-Henry
Timothy Johnson

20 Years

Barbara & Bob Jeffress
Richard & Lisa Rauch
Christina Young & Graham Hall
James & Sue Zinn

15 Years

Grant Crowder
David & Clare Dean
Scott & Deborah Keimig
Michael & Panarat Rohleder

10 Years

Gary Baker
Thomas & Julie Barns
Andrew & Greg Murray
James Prewitt & Tyson Kanoya
Peter & Ida Simon

5 Years

Charles & Catherine Carmichael
Hanna & Alice Chakarji
John & Penny Denegre
Harvey & Ryan Ernest
Richard Grime & Sally Belcher
Mary Henze & David Fleming
Brad & Catherine Hoopes
Christian Kelly
Michael MacKay
Keith Persson
Marquett Smith
Guillaume Turpin & Shannon Downey
Andrew Worrell
Terry Yarbrough



Contribute to der Vorgänger

Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

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

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

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

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

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

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

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Readers and Their Cars

Right: Members Gerhard and Diana Dreo at the Lighthouse D&D event. Photo by Glenn Havinoviski.

Below: The members enjoy dinner at the The Lighthouse Restaurant in Solomons Island as part of the Drive and Dine event.





“We had a good turnout of support for Carlos Medina this a.m. at Katie’s Cars & Coffee despite light rain. Friends drove their Porsches in the rain from Maryland, DC, and Virginia to support the Medina family and Carlos’ 30 year love of his Porsches. Mrs. Medina asked Heinz Peters to drive Carlos’s favorite Artic Silver ‘96 993 911 Twin Turbo in honor of her ill husband. The 993 TT has never seen rain until this a.m.”

— Kevin Naughten





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#92 Passing slower GTE Am Ferrari. Photo by Hank Allen

