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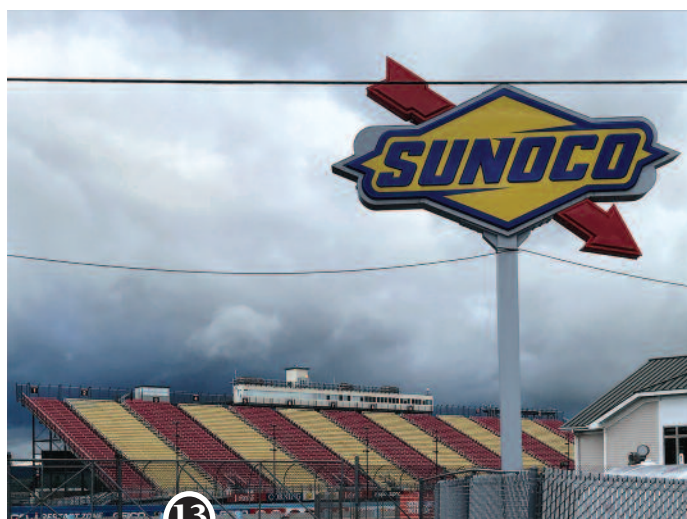
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Cover photo: The new 992 and the 991 Speedster. Photo by Tom Neel.



der Vorgänger

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So Many Choices – So Little Time

Come 1 July the days are already getting shorter. Having missed driving almost all of the most daylight week of the year, I now need to make up for lost Targa sunshine by seriously getting out there! My co-pilot and I did get to White Sulphur Springs, WV in late April and to Luray, VA in June but both were too much about destination rather than journey even with a 40 mile stretch of the Skyline Drive.

What's a bereft Porsche boy to do? The answer is Potomac PCA. Start with Autocross which is all about time in the car – not much time – each run being generally less than a minute – but what a minute. Even the wait between runs produces adrenaline. Up at 0700 – registration and Tech by 0830 – light breakfast – first heat as a corner worker – very nice lunch – 6 or 7 runs that are likely the most intense thing you will do that month – drive home by 1500. 8 hours for 6 minutes of driving joy. The rest of the week it will be the best 6 minutes and - to reiterate – maybe of the month.

If you are a DE participant, I do not need to encourage you. For those who have tried Autocross or High Performance (HPDE) instruction, DE may be the answer as to how best to spend time in your car. It takes a commitment of time at and sometimes money, but I have never talked to a DEer who has any regrets, other than not having done more of it sooner.



Glenn Cowan



Michael Sherman

My favorite Potomac activity is driving in Rallies. Its competitive without racing, it can be done solo but is much better with a navigator. 100 miles of country switch backs and single lane bridges while following precise directions and keeping track of something along the way – mile markers, barns, speed limit changes. Lunch, trophies, good conversation. What's not to like?

Drive and Dines – why bother says you? If I want to go for a drive I just get in the car and go. Except that you don't. Or if you do, it's a boring road and eating at a fast food place results in indigestion rather than an enjoyable repast. And you shared it with – no one. The D&D team has solved this. They have charted an exacting and interesting route to an appealing destination with good food and even some learning like wine tasting or lighthouse tours. D&D events can be the better part of a day or might include overnights and multiple destinations. A mini Potomac vacation!

Not enough choice – fine – try Concours, or Club Race or Cars and Coffee. There are more PCA Potomac events than any member can possibly undertake. But many members try, so if you want to use your time wisely it is best to check the Website (WWW.PCAPOTOMAC.ORG) frequently so you can register before your favorite event is over subscribed. See you out there!



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Treffen 2020

The news is officially out! PCA Zone 2 (us!) will be hosting the fall Treffen 2020 at the stunning Greenbrier Resort in White Sulphur Springs, WV from September 16th – 19th, 2020. If you are not aware of Porsche Club of America's Treffen program, just think "PCA Parade" on a smaller, more intimate scale.

Since 2005, PCA has been hosting meeting events in fabulous locations around the country, originally known as "Escape to". In 2016, the trips were marketed under the new name: Treffen, in German, is the verb "to meet". These events in the past have included locations like Banff, Asheville, and Santa Barbara, just to name a few. Last month, the registration for the 2019 Fall event to the Woodstock Inn & Resort in Vermont sold out in just EIGHT MINUTES and they are expecting an equally successful registration for Spring 2020 to The Broadmoor in Colorado.

Why are these events so popular? It's because these experiences not only place you in exclusive luxury resorts, but they also enable you to drive your Porsche car in areas of unparalleled scenery. The emphasis of these events is guided driving tours hosted by the local Region experts. For fall 2020, The Greenbrier, which is nestled within the Allegheny Mountains, will deliver some of the best driving roads in the country!

If you are looking to volunteer for this event, there are a number of perks for the helpers. Volunteers will include a free en-



Mia Walsh

trance to the Wednesday evening social meet & greet with a guest, event polo shirt and name tag, a Friday night volunteer party at the Greenbrier and, if you are volunteering to lead, mid or sweep a driving tour, your lunch and entry fees are paid for! There is also a stipend for the volunteer hotel (Fairfield Inn) or you may use it towards your own reservation at the Greenbrier. Some of the volunteer positions available include making goodie bags on Tuesday, working registration on Wednesday, manning the information desk during various available slots throughout the weekend, various driving tour team positions, stocking the car wash station or even helping to compile information desk binders to answer questions about the area. When you aren't volunteering, you may enjoy everything the resort and area has to offer.

The Greenbrier has been one of my favorite resorts since I was a young bride. Not only does it offer championship golf, a top-notch spa and a multitude of regional dining opportunities, it flaunts a long history of being "America's Resort" since 1778 and has an intriguing backstory with its relationship with U.S. Presidents and a top-secret government relocation facility. The Bunker tour alone is worth the drive!

Hope to see you there!

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der Vorgänger

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Model Experts

At the March 2019 Open Board meeting, a motion was passed to utilize the PCA National Technical Committee model experts as the referral program base for our region. This was decided after ensued discussion which stated that PCA National provides this service using trained experts who have direct access to Porsche technical and sales information.

PCA Potomac would like to thank the volunteers for their support of this program over the years. We are grateful to their dedication.

To contact any of the PCA National Technical Committee model experts, please log in to your PCA National account and go to the URL:
<https://www.pca.org/technical-committee>

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Potomac's 2019 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

- 2-4 PorscheFest DE, Summit Point
- 3 Autocross #3, Summit Point cone course
- 3 Concours Wash and Shine, PorscheFest, Summit Point
- 3 PorscheFest BBQ, Summit Point
- 3 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 16-18 SPresident's Tour, Charlottesville D&D
- 18 Autocross #4, Bowie Baysox Stadium
- 23-25 Club Race - IMSA - PorschePlatz

September

- 5-8 Treffen D&D, Vermont
- 8 Autocross #5, Summit Point cone course
- 20-22 Club Race - Potomac, Summit Point
- 28 Drive to EuroFest, D&D
- 28 European Festival, Winchester
- 29 Autocross #6, Bowie Baysox Stadium

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Dulles, VA

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

Leesburg, VA

Sunday 9am, Dog Money Restaurant, 50 Catocin Circle, NE, Leesburg, VA 20176.

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.



I Just Got Into My First Fight at The Rumble at the Oak Tree 2019

Story and photos
by Mark Salvador

The Zone 2 Club Race took place June 21-23 at the Virginia International Raceway. I'm not sure if PCA Potomac members were the Jets or the Sharks at Zone 2's "Rumble at the Oak Tree", as they were out in force and present all over as volunteers, racers, crew members, and spectators. It was great to see so many familiar and friendly faces.

Late June in Southern Virginia is a time of the year when you expect humidity and the very occasional afternoon thunderstorm. The weather was mostly cooperative with low humidity and temperatures reaching the low 80's. Rain showed up for a short stint during one of the sprint races. Otherwise it was quite a lovely weekend.

Racing was intense with Potomac members taking multiple podiums to include several #1 finishes and a new track record in SP2 by Robbie Wilson.

This was my first weekend as a racer. It was encouraging to see so many Potomac members and other familiar faces throughout the paddock. It seemed an extension of the many PCA Potomac HPDEs I've been to. There were lots of welcoming volunteers, offers of support, and help across the paddock.

This was going to be a very different affair than an HPDE and it started with the mandatory rookie meeting. In the PCA Club Racing rulebook, the first sentence in the section that describes Driver Requirements begins as follows. "Conduct that is inappropriate to the intent and spirit of the PCA Club Racing Program jeopardizes safety or results in dangerous or damaging situations will not be tolerated." This section discusses the so-called 13-13 rule. For those of you who haven't heard of the 13-13 rule, it's the process of probation, suspension, and the more severe

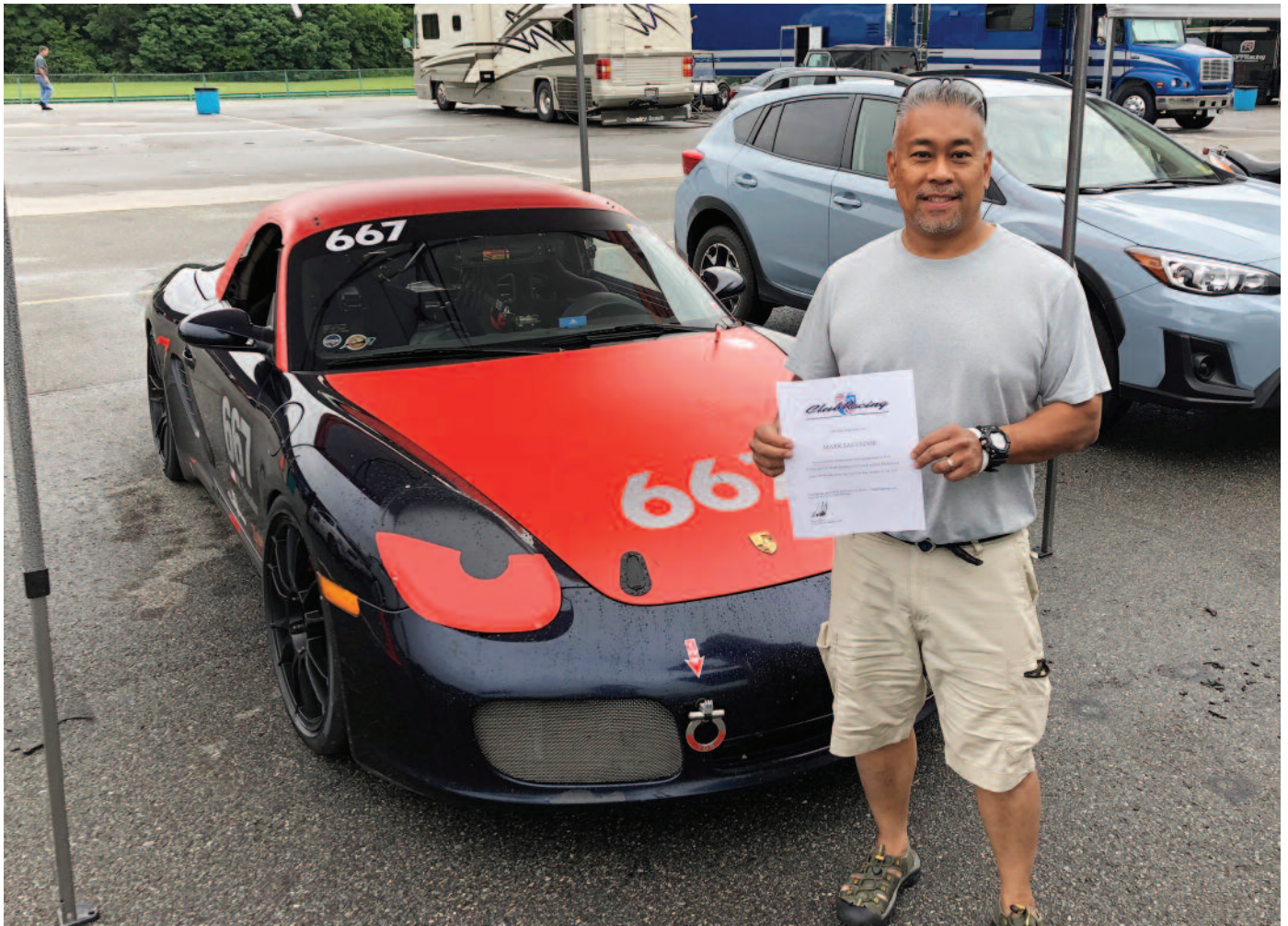
penalties that you are subject to for various racing infractions such as car-to-car contact, racing incidents, and generally having a bad attitude. After reading the Club Racing rulebook, you don't really appreciate the meaning of the 13-13 rule until a PCA National Steward explains it to you directly, in detail..., in a mandatory meeting..., filled with rookies..., before dinner. This PCA National Steward admitted to being subjected to a 13-13 probation himself and stated he learned quite a bit from his mistake. The meeting overall was informative especially with the invited guests, Mike Levitas and Randy Pobst, sharing their experience and providing encouragement to us rookies.

Getting to my first race weekend was not something that happened quickly. As a matter of fact, I distinctly recall telling one of my instructors (you know who you are) that I would not be racing in the future. My slippery slope innocuously began with buying my first Porsche, a 2005 Boxster S, and joining PCA. After a season or so of autocross, a first track day at Watkins Glen, and then moving up the PCA HPDE ladder, here I am. By the way, my first Porsche also became my first race car. I wonder what I'll do with my next Porsche?

Here's a quick shout out to my crew, Chip Taylor, Jim Crowley, and my wife Rebecca. Chip and Jim took care of my car so that I could focus on driving. Rebecca monitored race control on the scanner and my lap times. Crew support was critical in having a great first race weekend. To help me through the weekend and as part of the rookie licensing program, I had a mentor for the weekend, Scott Bresnahan. He gave me a car load of good advice for every session.

Day 1 consisted of two practice sessions, one quali-





fying session, and one fun race that included three practice starts. As a rookie, I was required to participate in all of those events. My car class was close to the bottom of my run group. I expected to be at the back of the pack, at least I wouldn't have to give too many point-bys. While the sessions were in the main uneventful for me, it started to open my eyes to the difference in intensity and concentration required for racing vs. a DE. I quickly learned that to keep up with the pack, I had to drive consistently fast and without mistakes every lap. I qualified 32 out of 35 in my run group, which was where I expected to be. In hind-

sight, I had more to give.

Day 2 started with a warm-up session and then two sprint races. The sprint races are approximately 30 minutes long and at VIR were about 14 laps for my run group. They were about 16 laps for the fastest run group. The sprint is the short race compared to the 90-minute enduro race. For my first race weekend, I opted to skip the longer race. The more seasoned racers in my run group expressed their disappointment in my lack of enthusiasm for the enduro race. Apparently, I will not be opting out of it in the future.

Here we go, first race. Some words of wisdom from my mentor, "Stay in your lane at the start". I started on the inside line and was just onto the front straight when I heard "Green! Green! Green!" on the radio. I got a run on the start and kept close to the car in front of me and stayed in my lane. As we got to the first turn, the inside line kept moving forward while the outside line slowed. We went three across through turn 1 and I gained several spots. After that the pack spread out and I just tried to keep up



with the cars in front of me. I finished 27 out of 35 and 2nd in class.

I mentioned intensity previously. This first actual race turned it up to a whole new level. My fastest lap in the first race was 3.5 seconds faster than my qualifying time and was a personal best for me at VIR. I could have qualified better and I think I can shave off a couple more seconds next time.



For the second race, I started on the outside and lost several spots through turns 3, 4, and 5. My mentor had mentioned to me that that was a good section to pass. I spent the next several laps chasing an F class car, one class lower than me. It took me 3 1/2 laps and 3 pass attempts, before I made my first pass in anger. That was thrilling. I finished 30 out of 35 and 2nd in class.

I don't know about you, but I watch a lot of car races (just ask Rebecca). I listen to all the commentators talk about the concentration and intensity required to qualify and race competitively. Those two sprint races made it abundantly clear to me the level of precision, consistency, intensity, and concentration that it really takes to compete. I've got plenty to learn, but I can't wait to do it again!












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Watkins Glen DE

The gates opened at 6pm on Thursday, and a string of car enthusiasts piloting trailers and sports cars had already created a log jam on both sides of Route 16, outside the village of Watkins Glen, New York, all anxious to begin their weekend at one of the most storied and hallowed racing circuits in the country. The small country road cleared progressively as all four track entry lanes efficiently processed the arriving drivers and guests, but it was a clear sign of how popular this annual PCA Potomac High Performance Driver's Education (HPDE) event is.

Watkins Glen International (WGI), or "the Glen" as it's often called, is one of the oldest race tracks in North America, the original circuit having been built in 1956. Racing had started less than a decade earlier on closed city streets and public roads, but the change to a closed road circuit was clearly needed. NASCAR, Formula One, Can-Am, Trans-Am, and IROC are only some of the professional racing series to run at the Glen, and it was the premiere North American circuit in the 60's and 70's. Unfortunately, the Glen ran into financial problems and declared bankruptcy in 1981. A few years later, a partnership of Corning and International Speedway Corporation (ISC) bought and ren-

ovated the track, with IMSA and NASCAR returning shortly thereafter. ISC took sole ownership in 1997, after Corning believed it had succeeded in its goals of rebuilding the track, its reputation, and increasing tourism in the area. (Corning, NY, is less than 20 miles away.)

Today, the Glen is considered a high-speed track, with banking in most corners. With 141 feet of elevation drop between the "Bus Stop" chicane before turn 5 and the Toe (turn 7) of "the boot," 78 of which is regained immediately going up a steep incline before reaching turn 8, there's a lot happening in the back half of the circuit. At the other end, the Esses in turns 2, 3, and 4 are a true test of grip, smoothness, and intestinal fortitude. In 1992 in response to a string of fatal crashes at turn 5 in the early 90's pro races, a chicane was added to the end of the back straight to force drivers to scrub their high speeds prior to entering the right-hand turn.

Not just exciting for drivers, friends and family have a choice of many excellent viewing areas from which to watch their hosts wear away the rubber while striving for glory, even at a Driver's Education

*Story and photos
by Jordan Apple-
baum*



event. At 3.4 miles, the Glen is the eighth longest road course in America (VIR is ninth, at 3.3 miles). Off the track, the southern Finger Lakes region of New York offers a plethora of vacation activities, such as wineries, breweries, watersports, the Corning Museum of Glass, and the gorgeous Watkins Glen State Park. Less than six hours from DC, the area is a wonderful snapshot of what rural New York has to offer.

Tech inspection and registration opened bright and early Friday morning to get everyone ready in time for drivers' and instructors' meetings at 7:20am. The meetings typically include a brief review of the course, current track conditions, particularly noteworthy sections to be careful of for veterans and new students alike, the location of the passing zones for the different run groups, reminders for all drivers to give clear, demonstrative passing signals, and to leave ego off the track. At the instructors' meeting, the same topics are covered with additional discussions of things to remind students. The Chief Instructors and Steward remind the instructors how many students and drivers are new to the track, and (after the first day) how the student run groups are doing. Afterwards, PCA instructors meet their students for the first time and start getting to know them, their car, and their driving experience. At 8:30am, the track opened for 10 minutes of orientation laps: a highway-speed, no-helmets-allowed period to enable new drivers (or those just new to the track) to more easily see the course

with their own eyes, and veterans to refresh their memory. Following the orientation session, the White run group (intermediate/solo) strapped on their helmets and had their first hot (full-speed) session, followed in turn by Red (advanced/most experienced), Black (advanced), Blue (beginner, instructed), and Green (novice, instructed). Each session was 25-30 minutes long, and the cycle was repeated twice, so each group got around 90 minutes per day on this famous, challenging, and rewarding track.

After the track went cold on Friday, drivers and guests alike were invited to join a track walk to get up close and personal on foot at various points on the circuit and hear some racing "secrets" from veteran drivers. Track walks offer a drastically different perspective, allowing drivers to see banking, elevation, and other details that are easy to miss while behind the wheel. This walk did not disappoint!

The next day, Black group drivers were treated to an information-packed class on data by Sean Reiche, which was very well-received and inspired many drivers to want to learn more about both data acquisition and how to establish specific goals within a sector. Drivers from across all five run groups volunteered their downtime to make grid checks happen as safely and efficiently as possible, ensuring that drivers' safety gear was properly fastened and minimizing their time waiting to go out. As usual, the Potomac spirit of volunteerism and giving back was on display- as was the 24 Hours of Le Mans, courtesy of TVs set up by Jim Coates, one of our generous DE drivers in the huge Watkins Glen garage!

Weather and track conditions were nearly ideal for Friday and Saturday. Forecasts had been worrying, but drivers got cool and dry conditions with partly cloudy skies that slowly warmed during the day. This made for fast laps, and brought everyone out for their sessions that could make it, including at least 60 cars in Saturday afternoon's Black session. Sunday brought the rain, damping speeds but not spirits. Some drivers with rain or street tires braved the water, learning handling skills, alternate lines, or simply practicing car control at lower speeds. Despite a substantial delay due to fog, the Chief Instructors and DE Chairs worked tirelessly with the WGI crew to maximize time for the hearty drivers that remained in the afternoon, while battling periods of heavy fog.

Despite Sunday's challenges, the event was another success for PCA Potomac's HPDE program, with over 200 drivers attending. I'm sure all of them will be looking forward to returning next year!



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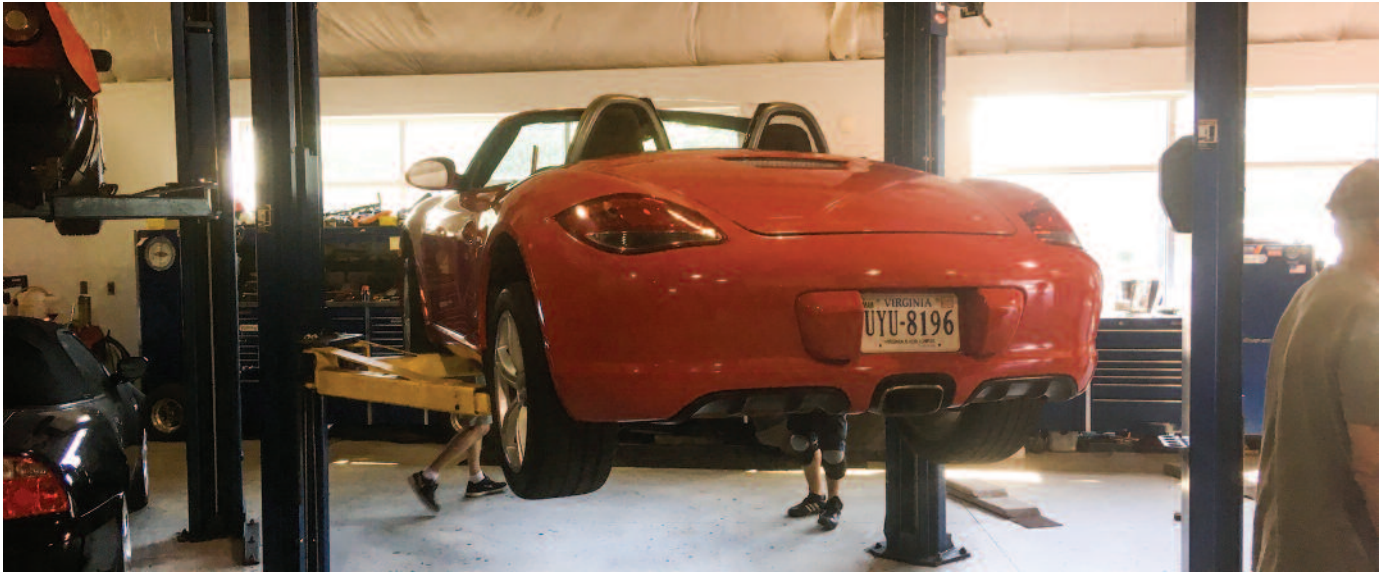
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Summit Point Tech Inspection June 29

So you have decided to take the plunge and get into Drivers Education (DE). You are going to love this. You should be aware though that this is very much like actual racing (which is, of course, why you are doing it) and requires considerable dedication to safety, both on the track and in preparation for each event.

Central to that preparation is the Tech Inspection required prior to each event. Just to get a taste of what this entails and how prepared your car must be, take a look at

https://pcapotomac.org/images/PCA_PotomacTechForm.pdf. The DE folks are quite serious about ensuring that your car won't hurt you or anyone else due to its mechanical condition.

Our generous sponsors donate the use of their facilities prior to each DE - this time IMA Motorwerke of Chantilly operated by Ivan and Jennifer Arzola stepped up. I attended the Summit Point DE tech session and found their facility immaculate despite dozens of cars and drivers crawling all over the lifts getting at their cars from every conceivable angle. IMA has been servicing Porsches since 1999. They will perform regular Porsche maintenance but specialize in problem repairs particularly for older Porsches. Jennifer told me they always en-

courage their customers to speak with the techs working on their cars and because they depend on repeat business, treat every Porsche owner as their most important client.

Even if you are not entered in the coming DE, as a PCA Potomac member, you can get your car Tech inspected without cost simply by showing up! Check out the schedule for coming DE tech events at www.pcapotomac.org.

*Story and photos
by Glenn Cowan*



Seeing The Light(s), Plus A Few Fighter Jets

Story by Glenn
Havinovski

Photos by Glenn
Havinovski,
Mindi Flax,
Leroy Mills and
Bill Schwinn

If last year's Lighthouse Drive contained plenty of photo ops for its attendees, this year's "Lighthouse Drive II" was epic. So epic, we need to describe it in two parts!

PART 1. FRIDAY

Featuring attendees from not only the Potomac Region but as far away as New Hampshire and Rhode Island, some 36 people in 20 cars met on Friday morning June 7 at Rip's Country Inn in Bowie, which serves a wonderful breakfast, and has a convenient liquor store under the same roof to gather supplies for the BYOB cruise on Saturday evening.

Ducking between sun and a few surprise raindrops, the group cruised down the winding back roads of Charles and St. Mary's County, stopping in quaint Leonardtown for gelato and world-class chocolate at Heritage Chocolates housed in a plain square brick building that gives little hint of the wonders inside.

Heading out of town in a downpour, the rain let up just as the group reached the sleepy little resort town of Piney Point on the tidal Potomac. We reached the historic Piney Point Lighthouse (1836) Museum and Historic Park. A docent led the group to

shore, featured exhibits of boating and fishing history on the Potomac side of Southern Maryland, and the main building featured an exhibit of a U-1105 Black Panther German submarine, which the US captured during World War II and lies just offshore. Piney Point has a hotel and resort which eventually were commandeered when the Navy began using the area for testing torpedoes later used in World War II.

A drive straight across the Southern Maryland peninsula took us over the Governor Thomas Johnson Bridge into Solomons, where we arrived at the Holiday Inn - Solomons around 4:30. The drive and dine co-chair enjoyed spending time at the poolside bar with many Potomac members and Carlos and Melinda Ferreira who joined our trip all the way from Gilford, New Hampshire.

At 6:30 pm, everyone gathered and broke off into four groups (no one restaurant could handle all of us on this night). Folks enjoyed the Dry Dock, the Pier, the Lighthouse, and Charles Street Brasserie for fine dinners reflective of the Solomons' maritime heritage. A few brave folks strolled across the street from the Brasserie to the newly reopened Tiki Bar, where member Alan French reported big crowds, very strong drinks, and a very weak band. I suppose big crowds and strong drinks make the weak band sound exactly like mid-70s Led Zeppelin, so there you go.

A few folks came back and enjoyed the poolside bar at the Holiday Inn for a nightcap, dodging the brightly attired attendees of an Elks Club convention at the hotel.

PART 2. SATURDAY

The gang showed up in the lobby very early Saturday after a much praised hotel breakfast, in order to go where no Porsche has gone before. The Patuxent River Naval Air Museum had carefully choreographed an entrance for our two groups of Porsches. Each of the two groups entered the museum's parking lot, and as the gate to the flight line opened, cars were directed one-by-one through the gate. Within 15 minutes, 20 Porsches of various vintages were sitting under clear blue skies on the tarmac alongside a collection of 22 historic fighter and reconnaissance jets, including the F-14 Tomcat (known by most civilians as the fighter plane featured in "Top Gun"), the F-4 Phantom, an A-4 fighter (used in Korea), and others. The flight line also included a historic display



the tiny lighthouse, where members made the climb through a narrow spiral staircase and then a ladder up to the light, and then visited the historic light keepers' house next door. The museum, a short walk up the

of the Cedar Point Lighthouse cupola that was once the mariners' guiding light at the junction of the Chesapeake Bay and Patuxent River.

Members, many of whom are retired military, were wandering the flightline like wide-eyed 11-year-olds unleashed in a candy store (or Xbox store). Numerous photographs were taken of Porsches and planes. Soon after, the group headed to the museum entrance where a young lady named Melanie Fitzgerald, who coordinated our trip for the museum end, also works the admissions desk and serves as social media coordinator. Inside the museum, attendees could fly in simulators and observe a collection of historic older planes (including a few early amphibious planes), all of which have close ties to the Patuxent River Naval Air Station. Other exhibits including an extensive collection of flight test and naval artifacts ranges from ejection seats and weapons to unmanned aerial vehicles.

Throughout the morning, one got a strong sense of many emotional ties between the club members and the planes in the museum. (Potomac member Mark Fortune has personal connections to many of these planes and his story and picture are contained in a separate sidebar.)

Folks spent varying lengths of time at the museum once we needed to clear off out of the flightline, and headed back for some lunch and relaxation time. Dan Bramos, the Museum's on-ground coordinator arranged this extraordinarily unique visit and we were most appreciative of his assistance.

At 3 pm, a few people walked while others drove to the Calvert Marine Museum. A truly amazing museum, part of which contains an aquarium as well as habitat for otters; another part containing boats and other maritime implements representing the bay side of the Southern Maryland peninsula, including the production of CruisAlong pleasure boats (one of which was featured prominently in an episode of "Here's Lucy" in 1956 and is now in the museum). The museum provided substantial discussion about the role and impact of slavery in development of the area. The Potomac folks were also interested in the displays on passenger steamboats that used to frequently travel up the Bay between Baltimore and other port cities and Solomons.

Once through the museum, our second lighthouse of the weekend (not including the Cedar Point cupola at the Naval Air Museum) was the re-situated and restored Drum Point Lighthouse, originally located on a rocky promontory a few miles away. This one, a "screw top" style lighthouse, enables the light keeper's family to live on the lower levels while the light keeper works upstairs. Again, folks could climb the winding and narrow stairs to visit the different rooms and levels of the lighthouse.



The group re-gathered at the museum lobby around 5 pm and made its way to a 30-seat boat, the William B Tennison (a sailboat operating under motor power for the cruise). The cruise (on a perfect sunny afternoon) ventured into the Bay before curving into the broad Patuxent River. A few side currents provided some excitement (and wetness) for those on board, who enjoyed their own beverages, along with appetizers provided on the boat. As the sun began setting, the group retired to a conference facility in the museum for a light dinner and an entertaining talk by the docent about the history of Solomons and Calvert County.

Walking or driving back to the hotel after a fantastic day, a large group gathered later at the poolside bar to dance or simply listen to relaxing Jimmy Buffett-like music.

SUNDAY EPILOGUE

With storms hovering over us on Sunday, an executive decision was made on Saturday night to skip the informal trip to the Running Hare Vineyard (which is mainly an outdoor facility). The author and his wife Nancie enjoyed breakfast with Will Hart, our other long-distance attendee who came all the way (solo!) from Cumberland, RI, and other folks also began heading home. If you missed this year's tour, have no fear - there will be a follow-up next year!



Drive, Dine & Wine II

Wine, Cheese & Chocolate in Little Washington

Story and photos
by Alan M.
French

Our second Drive, Dine & Wine this year to Little Washington, Virginia, explored some different roads and a new wine class: The Triple Threat!

Triple Threat Advocates suggest there are only three food groups; Wine, Cheese and Chocolate. To test this hypothesis, 36 PCA members arrived at our Manassas rally point on the last Saturday of June, smirking and giggling like Beavis and Butthead, ready to fully re-search Triple Threat combinations at the Little Washington Winery.

As usual, our driving groups comprised a good variety of Porsches, and a substitute marque (name redacted) after a rare, early morning Porsche malfunction. Cars like Barb and Lew's sexy black Cayenne Turbo, (presumably with interior by Azzinaro,) and Mike and Kim's slippery silver GT3 T, sparkled in the Virginia sun. Representing the Antique class, we had Wayne's rare 1988 930S in Red, and Chris and Jean's symphonic 1971, 911 in Burgundy, who also get an award for color coordinating their car with the event theme.

A bevy of Boxsters and a float of Caymans, all with interesting histories were well represented, in part because the Runnerstroms were not content to bring just one. Our 911 contingent is always well turned out, and the rolling green Virginia countryside complemented these engineering sculptures in sapphire blues, agate greys and of course, Preston Hall's uber cool Carrera, "P Bear."

We were blessed with some glorious, top down weather for the convertibles, and an opportunity to work on the Trucker's Arm for those inviting warm fresh Virginia air through their windows. Around 20% of participants this day were new to a Drive & Dine event. Of course they were now going to expect perfect weather at all PCA Potomac events.

Sarah, my wife, navigator and lead radio operator rallied everyone to sign-in and listen to the safety briefing with the offer of custom-made Porsche M&M's. Then, with the help of the learned Michael Handelman, we led our two groups away from the parking lot.

We worked our way north through the Manassas battlefields to pick up some great roads through the picturesque villages of Aldie and Middleburg, taking in views of wineries, loping horses and pristine polo fields before picking up the smooth, curvy Atoka Road to the south. Enjoying a full nine miles of smiles we reached Marshall, VA. Exiting this old town, we turned onto a Ken Harwood favorite, Crest Hill Road. Even with the section that includes the dreadful rumble strips, this near 17 mile stretch of tarmac is a joy to drive in a Porsche. When it's clear of traffic, as it was on this day, you can concentrate on the perfect pairings of Porsche, driver and byway.

At the end of Crest Hill Road, we reach Flint Hill and a short left-right flick toward Little Washington.



With our Sweepers, the Youngbloods and the Hoppe's keeping us together, we navigated the flowing route toward the famous Inn at Little Washington, who catered our picnic lunches for the day. The cavalcade of six-cylinder boxer engines burbling through the village attracted looks and waves from locals and visitors alike.

Just a short shot past the Guns and Kindergarten property, we turn onto Christmas Tree Lane. Up the ubiquitous gravel drive, groomed specially for our arrival, Carl, Donna and their team welcomed us at the Little Washington Winery. We carefully set our Stuttgart jewels among the trees and headed into the Tasting Room for a wine tasting designed to help us select a glass to accompany our lunches.

Little Washington Winery is a little unusual in that they add to their own wines, with inducted wines from small farms, emerging wine regions, rare varietals and blends from around the world via their Dirt Road Wine Club. Our selection for lunch included an interesting white, rosé and red.

Following a tasty lunch watching the hummingbirds, catching up with PCA friends and absorbing the wonderful views, we headed inside for main event: The Triple Threat! Our eyes popped as we surveyed personal settings of five wine glasses and a plate of cheeses and chocolates. Julia Child once remarked, "A party without cake is just a meeting" and given our

plate included a qualifying piece of chocolate cake, "Party" status was assured.

Sadly, der Vorgänger doesn't have "Lick, Scratch 'n Sniff" pages. I am therefore unable to share with you the full sensory experience that ensued. In experimenting with flavor, aromatics and textural combinations, it was becoming clear that this pairing wines thing was actually important. One particular combination left my palate so spiked, I feared I'd need to shave my tongue to recover. Another combination was so sublime, it was clear that one plus one really could equal five. The idea of the threat was now well understood; get it wrong and boy, one suffered. Get it right and you found yourself so addicted to the combination, you started licking wine glasses, neighbor's plates and even your partner's face in pursuit of another high.

Foodies and Wine Aficionados have talked about pairing for decades. It remains an experiential art. We take for granted that certain things are made to go together, like PB&J, Batman & Robin, Porsche and Track. But the question here was, can man live by Triple Threat alone?...we met 35 others on this Drive & Dine who were sure willing to give it a try.

Sad that the event was coming to a close, sharing goodbyes with PCA friends old and new, our hearts rallied as we cued up another "one-plus-one-equals-five" experience: the Porsche drive home.

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The Gathering of the Faithful – Escape to Bavaria

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.

Itinerary:

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 and we begin 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.



Driving The New 992

Part One

*Story and photos
by Casey Parkin,
Porsche Certified
Sales Manager –
Porsche of Silver
Spring*

The race track at the Utah Motorsports Campus (formerly known as Miller Motorsports Park) might be the best kept secret for petrol heads. Situated about 30 minutes west of Salt Lake City bordering the southernmost tip of the Great Salt lake lays the second longest race track in the US at 4.48 miles (behind Thunder Hill in Northern California and just ahead of Road America in Wisconsin). Racing series including Superbike, Rolex and ALMS. Side note, the lap record for the full course was set by Timo Bernhard in the Porsche RS Spyder in 2008.

Currently, along with a fantastic track, there are multiple motocross tracks, a kart track and multiple off-road sections with Ford Racing off-road Raptor School. The liveried Raptors looked all business and if I had been in town longer I certainly would have looked into what was on offer.

The reason for traveling to this desert facility was the US Porsche dealer launch of the new 911 variant 992. If pressed, I would have to be honest and ac-

knowledge that my initial inclination on the styling was skeptical at best. An homage to the impact bumper 911 wouldn't have been my first choice but as this was my first opportunity to see the new 911, I remained ready to be convinced. Our "reveal" took place in a fashion similar to the way I was introduced to the 991 back in 2012. Porsche built the suspense by working through the evolution of the 911 series dating back to the early short wheel base cars and then moved the audience through time.

During the initial styling process of the car, where they start with clay and then form the body, the lead designer had a 930 turbo sitting in the studio as his muse. The easiest way to tell from the outside of the body is the line where the front hood meets the bumper, a clear nod to the 930. The lines in the tail lights even have an accordion serration to them similar to the lines in the front and rear of the impact bumper cars. Across the deck lid there are 18 horizontal bars separated by 2 led light bars, actually one that appears to be two, to funnel air into the top



mounted intercoolers which is a significant visual change from the 991.2. The quick math is 9 bars on one side, 9 on the other and 2 in the middle.... 992. An automotive Easter egg.

The interior of the car remains classic 911 but with a seriously modern twist. The biggest gripe on the internet is the shift lever. Honestly, after sitting in the car for a moment it becomes a quick point of focus and then is immediately lost in the uber modern styling. The gauges, excluding the rev counter are now all modifiable displays that allow for a tremendous amount of adjustability. The resolution is super high and when viewed from the side look almost like electronic art as the binnacle barely covers the floating panels.

The 5 C's of the engine (Cylinder head, Cylinder Block, Connecting Rods, Camshaft and Crankshaft) have remained unchanged from the 991.2. Porsche has won engine of the year multiple times from that 3 liter and decided to focus on all of the other compo-

nents to improve performance, response and increase efficiency.

One key point of focus is the reduction of items that are vacuum controlled. For the first time ever in a 911 the waste gates in the turbo chargers are electronically controlled along with all exhaust baffling. This increases reliability and efficiency. The other big change comes from further refinement of the turbo charging system. The intercoolers have been moved to the top of the engine compartment (where the air filters were previously). This aids in cooling and provides for easier maintenance. The driver side turbo charger is now a mirror of the passenger side. The impeller blade spins the opposite direction of the other allowing for exact pressures to be maintained from one side to another.

How does all of this add up when the rubber meets the road?



alan@sandboxfp.com

A man in a dark suit and red tie stands with his arms crossed next to a bright yellow Porsche Carrera GT. The car is parked on a paved surface, and the background shows a grassy area and a house under a blue sky with clouds.



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The 2019 European Festival in Winchester - September 28

Proceeds from the 2019 European Festival benefit the Valley Health Cancer Center

The Potomac Porsche Club has been chosen to display Porsche's at the 2019 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.

September 28, 2019
11:00am - 5:00pm

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The Valley Health European Festival features the tastes, sights and sounds of Germany, Italy and the British Isles—and new for 2019, Greece! Guests will enjoy traditional music, dancing, and other entertainment, while sampling the unique food and beverages of each country. The festival will also include a marketplace featuring additional crafts and treats from Europe. Food and entertainment is provided under festival peak tents – so the festival will take place rain or shine!

Proceeds from the 2019 European Festival will benefit the Valley Health Cancer Center. For any questions, please contact the Winchester Medical Center Foundation at 540-536-4463.

Admission Options:

Festival Passport: \$30 (includes admission, four food tastings and one non-alcoholic beverage)

General Admission: \$10 (food and beverages available for purchase on an a la carte basis)

Child Admission (2-12): \$5

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June 2019 new Potomac members

John Albittar - 1980 911 SC
Targa - from Woodbridge

Andrew Axelrad - 2018 718
Cayman GTS - from Vienna

James Bates - 2001 Boxster S -
from Ashburn

Mark Beck - 2017 Cayman S -
from Glen Burnie - transfer
from Chesapeake

Robert Birch - 2017 911 Turbo
S Coupe - from Falls Church

Sumner Bossler - 1970 914-6 -
from Rockville - transfer
from Central New York

Mark Brown - 1976 914 2.0 -
from Bristow

Darren Chapin - 2019 718
Cayman - from Washington

Michael Chevin - 2014 Boxster
- from Montclair

Greg Denison - 2008 Cayman -
from Shepherdstown

Bruce Enger - 2016 911 4S
Targa - from Chantilly

William Hammer - 2008 911
Turbo Coupe - from Hager-
stown

Thomas Hopkins - 2008 911
Carrera S Cabriolet - from
Middleburg

Kyle Hoyer - 2007 Cayman S -
from Manassas

Louis Jacques - 2019 718 Cay-
man - from Annapolis

Michael Joos - 1971 911T
Coupe - from Bristow

Anton Kloo - 2001 Boxster -
from Winchester

John MacPherson - 2013
Cayenne S - from Washing-
ton

Waqas Mahmood - 2007 Cay-
man S - from Silver Spring

Donald Marshall - 1986 944
Turbo - from Washington

Harrison McCawley - 2000
Boxster - from Silver Spring

David Mellor - 2013 911 Car-
rera 4S - from Reston -
transfer from Rocky Moun-
tain

Jim Salata - 2010 911 Carrera S
Coupe - from Winchester

Bruce Smith - 2008 Boxster S -
from Denver

Jon Smucker - 2004 Boxster S -
from Arlington

Marilyn Snyder - 2019 Cayenne
- from Herndon

Pejman Taei - 2011 911 Carrera
4S - from Gaithersburg

Henry Tanjuatco - 1984 944 -
from Gaithersburg

Mark Thomas - 2007 911 Car-
rera 4S Cabriolet - from
Bluemont

Todd Tower - 2013 Boxster -
from Cabin John

Merle Townley - 2002 Boxster S
- from Fairfax

Brad Trenkamp - 2014 Cayman
S - from Vienna

Brian Walter - 1996 911 Car-
rera - from Ridgefield, CT -
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Barry Yankolonis - 1973 911T
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15 Years

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Mark & Laura Kadonoff

10 Years

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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 resize or crop them before submission.**

If you are old school, you may also send hardcopy materials. Please email to the above address for a mailing address.

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Readers and Their Cars

Right: Watkins Glen DE crew visits the gorge. Left to right: Steve Bobbitt, Dana Carlson, Colleen Reiche, Larry Henry, Ruth McVicker, Jim Coates, Shannon Hoard, Sean Reiche

Below: Chip Taylor, Mark Salvador, Rebecca Measday-Salvador, Jim Crowley





Left: The Lighthouse D&D participants.

Below: Mark Fortune and the Grumman A-6.

At the Paxtuxent River Naval Air Museum, Mark Fortune, one of our Lighthouse Tour II participants, disclosed that he had been an aerospace electrical engineer for the design and improvements to the various A-6 Grumman "Intruder" aircraft where he held various Test, System Engineering and Management posts.

His 996 911 Porsche is shown under the wing of an attack version of the A-6 and there was one other electronic warfare (jamming) A-6 displayed on the flightline. Mark helped design the replacement aircraft, the F-14 "Tomcat", by having cognizant responsibility for the air inlet and throttle control systems. The crew names "Maverick" and "Goose" were suggested to be put on PAX's F-14 exhibit made famous by the movie "Top Gun". This plane is also famously known for splashing two Libyan MIG-23 "Floggers" at standoff distance (beyond the horizon) in 1989.





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