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Cover photo: The Porsche 911 RSRs through the corkscrew. Photo by Hank Allen.



## der Vorgänger

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# Another Year

As we approach the end of 2017, like many of you, I am taking a few moments to reflect on the past year. To begin with, Michael Sherman and I produced another 11 editions of dV and completed our fourth year as Co-Editors. We hope that our readers feel that the Founders' Region Potomac PCA magazine gets better with each issue. We and our readers owe a "thanks" to the cadre of talented Potomac members who write many of our stories. Among others, Sydney Butler, Ken Harwood, Tom Neel, John Vrankovich, Stuart Wirtz, Mia Walsh and John Truban stand out. As an editor, I very much appreciate their willingness to accept constructive suggestions!

One of the joys of working on dV is that I attend many more events than I would otherwise. My wife Kathy joins me for most of the Rallies and Drive & Dines but it's just me and my car for the go fast events. I'm struck by how many of our Potomac officers are at these events along with the event chairs, co-chairs and volunteers without whom none of this happens. As another season comes to a close we certainly should be thankful to all of them knowing that if they are not there for the 2018 season, there won't be one.

I'm very thankful that time and tide permits me to drive a Porsche and has done for thirty-five years. 12,000+ days of knowing that, short of tragedy, no matter what else is part of life,



Glenn Cowan



Michael Sherman

my car brings vibrancy to days that otherwise might be just a blur. Non-car types will likely find this shallow, vapid even. I don't care. I'm not asking anyone (other than maybe another Porsche driver) to understand that my Porsche makes every day better.

I'm guessing I am not unusual in this. I would not be at all surprised to learn that most Porsche drivers relish time with their car(s) and look forward to it. Not because of what it says about them but because of how the car makes them feel when driving it. I think it is easier to ignore the minor travails of life and not let them get to you, when behind the wheel of your car. For example, minor (or even not so minor) traffic congestion loses its ability to anger when in this car. The numerous terrible drivers one encounters don't matter all that much. For me, at least, it's hard to be mad in my car.

So, thanks to Porsche, not because it defines my life but because it adds a spark to it pretty much every day.

*Errata: In the November issue of dV we mistakenly credited John Truban's article on the Gathering of the Faithful to Tom Neel, who writes many article for us but not all of them! It should also be noted that John organized and ran the very successful event. Sorry John.*

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# Winter Is Upon Us

If you take a look at Potomac's calendar – it's obvious that winter is upon us. While any given weekend during the summer is filled with at least one – if not more – events, the months of December, January, and February are notable for how empty they look in comparison. Our regular monthly brunch events still occur. But for the most part, it's a quiet time of the year for Potomac. A couple of exceptions are December's Open Board Meeting and Annual Membership Meeting; and our annual Holiday Party.

Potomac's final Open Board Meeting for 2017 will be held on December 2nd. (I'm writing this with the hope that our printers are prompt with mailing this issue – and that you don't receive your copy a week after the meeting!) The board meeting will be immediately followed by our Annual Membership Meeting. In addition to our elections, this year's Annual Membership Meeting will include a vote to approve changes to Potomac's bylaws. At our October 1st Open Board Meeting, the Board of Directors approved presenting proposed bylaw changes to membership, for their approval. The changes clarify participation in meetings via telephone; define a quorum for Board votes; update the makeup of Standing Committees of the club; and clarify the voting rights for Board of Director votes.

Porsche of Arlington has graciously offered to provide breakfast and host our meetings. Breakfast will be available beginning at



David Dean

9:30. The Open Board Meeting will begin at 10:15. Our website provides additional information on both the meeting and the bylaw changes (the information will be available through the date of the meeting).

Our annual Potomac PCA Holiday Party is on December 16th at Clydes of Chevy Chase. Once again this year, we have the entire Race Bar, on the lower level of the restaurant. The Race Bar is home to a vintage Jaguar XKSS, a 3-wheeled Morgan, and a 1950s vintage Hillegas midget race car; as well as a vast collection of auto and race art and model cars. Registration is requested so that we can have a count for purposes of ordering the correct quantity of food. For the cost of registration, you will receive a drink coupon and hors d'oeuvres. New this year will be live music – acoustic guitar and singers with holiday songs and mellow tunes. The holiday party is a great way to end the Potomac PCA year. If you've never attended, please consider joining us. Once again, the details can be found on our website. Go to the calendar and click on the entry for the Holiday Party.

While the events are few over the winter, the various program committees are hard at work planning and organizing for next year. Dates are set, contracts are signed, and the hard work that goes in to our many events begins. The calendar progresses and the party that is Potomac PCA starts all over again. Come and join us!

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Photograph by Ken Hills - PCA Potomac Club Race 2015



# Potomac's calendar

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



## December

- 2 Open Board Meeting & Elections; Chair Luncheon.
- 2 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 16 Potomac's Holiday Party. Clyde's, Chevy Chase, MD.
- 16 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.



## Cars & Coffee

### Hunt Valley, MD

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

### Burtonsville, MD

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

### Great Falls, VA

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

### Fairfax, VA

Sundays, 8 – 10:30am, Fairfax Circle Shopping Center. There is a very nice, low key cars and coffee event

### Bethesda, MD

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

## Potomac Monthly Brunches

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

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

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







*You do not have to drive the  
Autobahn to join the club*





# Driving Route 66 to Laguna Seca

Like many baby boomers I marveled at Tod and Buz as they “got their kicks” on Route 66 in their Corvette convertible. Every stop along the road was an adventure. Although I was not looking for all the excitement of the television series, I did want to renew my appreciation for this great land and its people. Having driven back and forth across the U.S.A several times thanks to U.S. Army postings on both coasts, I decided to give it one more go, this time in our 2009 Carrera S Cabriolet. Debbie preferred to join me in Los Angeles for the California portion of our trip and the visit to the Napa Valley. The second goal of the trip was to immerse myself in the car culture of California, the Porsche Experience Center, car museums and to attend the sports car races at Laguna Seca. The final goal was to return by the Lincoln Highway from San Francisco into Nebraska before turning south to take Route 129 to attend Petit Le Mans at Road Atlanta.

On September 11, I headed west along the general direction of the Lincoln Highway, the first road across America built in 1926. On the second day the trip along Route 66 officially began near St. Louis. Song lyrics accompanied me throughout the trip from Simon and Garfunkel’s searching for America to Linda Ronstadt’s version of Willin’ to the Eagles’ Take It Easy and so many others. Paraphrasing Johnny Cash’s “I’ve been Everywhere”: Columbus, Indy, Terre Haute, Tulsa, OKC, Amarillo, Tucumcari, Santa Fe, Albuquerque, Winslow, Flagstaff, Jerome, Sedona, the Monuments, the Grand Canyon, Williams, Needles, Barstow and Santa Monica. Much like Tod and Buz, I wandered away from the Interstate several times to visit vestiges of Route 66 America that are quickly fading. There I found kindred spirits who were also traveling the Mother Road. The disparity between thriving, affluent areas and those left behind was present across the country in both rural and urban areas. The countryside was magnificent, the small towns nostalgic and the wide variety of people met along the road, inspiring. Jerome and Williams were particularly interesting in that one retained its mountain mining village atmosphere and while the other capitalized on

being near the Big Hole to maintain its attraction for tourist searching for ’50 motels, diners and gas stations.

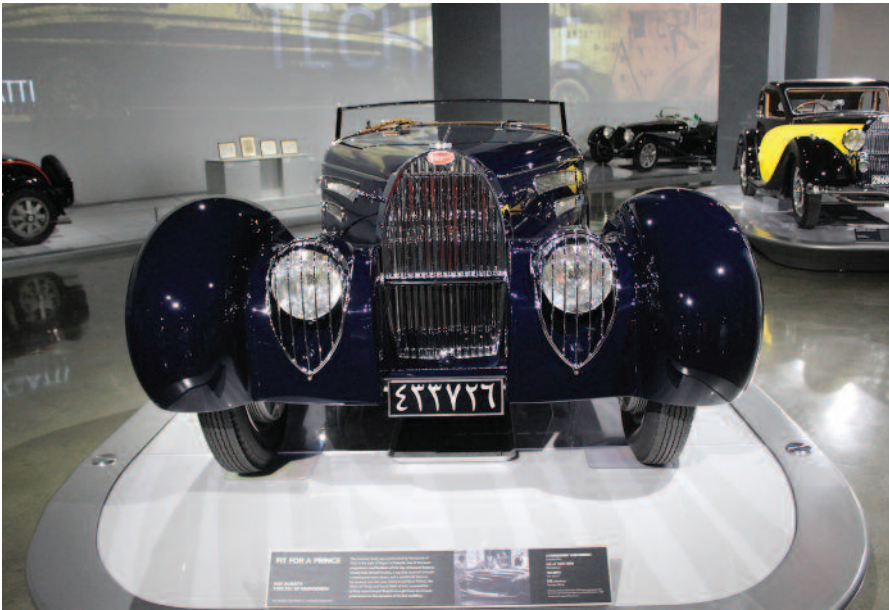
I departed home early on a Monday to avoid the Beltway traffic. By seven I was in the mountains of West Virginia like Chuck Berry on his way to the Promised Land of California. Outside of Indianapolis, I left the Lincoln Highway toward Saint Louis where I picked up Route 66. In Missouri there are reminders of the road, but they are often overwhelmed by years of new construction. Once you reach Oklahoma the true feel of the Mother Road becomes evident. Signs on the Interstate indicate sections of old 66 that remain. Claremore, near Tulsa, honors native Oklahoman Will Rogers. Native American Nations are well represented. Elk City has a museum and several transplanted buildings. Shamrock, Texas has tried to maintain its ornate gas station and a couple of motels. Tucumcari, New Mexico has America’s Main Street replete with motels and tepees. There are wonderful mountain roads from Santa Rosa to Angel Fire and over to Taos. The drive down the canyons to Santa Fe is spectacular as is the scenery from Albuquerque west into Arizona. I stood “on the corner in Winslow Arizona” but I did not see the flatbed Ford. Route 89A from Flagstaff through Sedona to Jerome had a few rough spots but since Porsche has won the Paris-Dakar it merely added additional patina to the nose of mine. Jerome is a picturesque old mining town turned art colony. The National Monuments are awesome even at a distance. After an overnight in Sedona I headed up 89A to the Grand Canyon. The National Park Service is to be commended for its safekeeping of this and other national treasures on a diminishing budget.

On Arizona old Route 66 it was fun to see “Burma Shave” signs restyled by the state DOT into safety slogans. Williams and Kingman, Arizona have the good fortune of being on the road to the Big Hole. This provides them a steady stream of Grand Canyon tourists coming from Los Angeles and Las Vegas. They both have the feel of the 50s and 60s. In Needles, Califor-

*Story and photos  
by Hank Allen.*

*Opposite left:  
Conoco Gas Station  
on Route  
66.*





Top: 1939 Bugatti 57C at Petersen Museum.

Above: 2017 Porsche 919 Hybrid at PECLA.

nia I awoke to train horns and a spectacular sunrise over the Colorado River.

In Barstow, the “gateway to the U.S. Army National Training Center”, I turned south. Approaching Los Angeles, I took California Route 2 near Phelan. This rollercoaster road takes you over the San Gabriel Mountains. In Wrightwood I saw a group of thirty Porsches stopped at the Grizzly Cafe. They were at the end of a drive and dine. After a nice lunch, I headed out on a very twisty road filled with other Porsches and thrills! On the outskirts of Beverly Hills, I turned onto the Mulholland Highway and drove out to Sequit Point and then back to West Hollywood. These are two of the many great rides available on the Porsche website’s “GTS Community”. Our hotel was in Santa Monica, the End of Route 66.

Sunday started early with a bus ride down Wilshire Boulevard. First stop was the Petersen Automotive Museum. It is one of the largest museums dedicated

to preserving automobile history and supporting related educational programs. Founded in 1994 by magazine publisher Robert E. Petersen. It underwent a major renovation in 2015 that included a spectacular exterior. It houses an extensive collection of Ferraris, Bugattis, Dan Gurney All American Racers and other iconic cars. Later in the day I continued downtown through LA’s very diverse neighborhoods from Beverly Hills through Hollywood, Central, Skid Row, and Magnus Walker’s Urban Outlaw Garage before crossing the LA River on the 4th Street Bridge which is the site of countless film and television scenes. I met an Englishman from Surrey and had a conversation as we walked back uptown. On the bus back to the hotel, I heard a young German couple discussing directions. Their accent and dialect indicated Bavaria. So, I took a chance and launched into my best German. Sure enough, they were from Munich. We compared impressions of our respective nations and after pointing them toward the Santa Monica Pier said Auf Wiedersehen. Little did I know how true that would be.

Monday morning was spent driving the Pacific Coast Highway and Laurel Canyon before picking Debbie up from her afternoon flight into LAX. The following day we headed down to Carson to have lunch at the 917 Restaurant at the Porsche Experience Center (described in July der Vorgänger). The restau-



*Left: Alegra Motorsports  
Porsche 911  
GT3 R Pitstop.*

rant and the hospitality were excellent. This allowed us to visit the small museum and observe the maintenance area and track. The museum included a Mark Donahue 917-30, Ickx' 935 Baby, two 919 versions, McNish's ALMS GT1, and a Porsche Powered Quaker State Indy Car. The garage contained the '94 Le Mans winning #36 Dauer-Porsche 962, '86 #17 Jägermeister 962C, '86 #14 Lowenbrau 962C, #6 ALMS Porsche RS Spyder and #817 Paris-Dakar winning 959 still covered in African sand. PECLA is well worth a visit even if you do not drive one of their cars.

On Wednesday we departed for Salinas. On the way we visited the magnificent Getty Museum, located in the Brentwood neighborhood of Los Angeles; the Center is one of two locations of the J. Paul Getty Museum. The Museum features pre-20th-century European paintings, several Impressionists, illuminated manuscripts, sculpture, and decorative arts; and 19th and 20th-century American, Asian, and European photographs. The Center includes outdoor sculpture displayed on terraces and in the Central Garden with good views of LA and the Hollywood hills.

Heading north we took the 405 to I-5, then Route 46 toward Paso Robles. Along 46 we passed James Dean's last stop at Blackwell's Corner and the Memorial at the intersection with Route 41. The next day we headed down toward Monterey. Along the way we stopped to see the transformation of Fort Ord from a

military post to a college campus and National Park. A few old barracks remain but are quickly disappearing. Next stop was the Naval Postgraduate School in Monterey. Originally organized around the old Del Monte Hotel in 1947, it grew into a top level graduate school that attracts military and civilian students from the services and other agencies. Also located in Monterey is the Defense Language Institute that provides language instruction to personnel requiring those skills for postings overseas. A trip to the Peninsula would not be complete without a cruise along beautiful 17 Mile Drive. On our stop at the Lone Cypress, parked next to us were the Bavarian couple! Auf Wiedersehen indeed. Pebble Beach is famous to golfers, but also to automobile enthusiasts who enjoy observing the classic cars from the clubhouse as they pass by the 18th green. Unfortunately, no cars on that day. On the way back to Salinas we passed Laguna Seca which in 1957 was land leased from Fort Ord by some enterprising racers. Sixty years later the saga continues. Salinas is in the middle of one of our great agricultural regions. Farmers and their workers rise early and work long hours in the cold and heat in conditions that have fortunately improved since John Steinbeck

described them. Never the less, their hard work is to be admired.

Continuing down my bucket list of tracks and endurance races I wish to attend, on Friday morning we arrived at Mazda Raceway, or as many prefer to call it "Laguna Seca", for a great weekend filled with: practice and qualifying in all classes; Porsche GT3 Cup Races; Lamborghini Trofeo Race; the Continental Tire SportsCar Championship (CTSC) Grand Sport (GS) and Street Tuner (ST) Race and finally the International Motor Sports Association (IMSA) WeatherTech SportsCar Championship (WTC) Race. We arrived at eight and checked-in to the Pit Row Suite and took in the view from the paddock building overlooking pit lane. This quiet refuge would be quite welcome after hours walking around the track. After breakfast we walked over to the PCA Porscheplatz and Corral to determine their schedule. As always it was very well organized by PCA Porscheplatz Coordinator Lynn Friedman, the great local PCA volunteers, Porsche representatives Mark and Kathy and IMSA liaison Tiffany and Diezel Lodder. Diezel and Tiffany facilitate the parade laps, hot pit tours and so much more. The remainder of the day was dedicated to walking the track and observing practice and qualifying from every corner including a hike up the hill to the Corkscrew.

Saturday morning the Porscheplatz hosted GTD





*Above: #54  
Porsche GT3 R  
leads through  
Turn 8a.*

drivers Jorge Bergmeister and Patrick Lindsay from Park Place Motorsports and CJ Wilson and his GT4 CS drivers Marc Miller and Tim Bechtolsheimer. At noon about 80 street Porsches took to the track for parade laps. IMSA control allowed us four laps at increasing speed down the Corkscrew which was quite the thrill. During the open grid walk the brand representatives and several cars and drivers attracted attention. None more so than the #18 Cayman of Aurora Straus and Conner Bloum (Panorama Sep 2017). In the afternoon it was the turn of the Porsche GTLM drivers Patrick Pilet, Dirk Werner, Laurens Vanthoor and Gianmaria Bruni to visit. The day was also highlighted by a visit to the CORE Autosport paddock and transporter. Their team manager provided a comprehensive briefing about the 911 GT3R and the technology involved in preparing the car and running the race. It was then time for the Continental Tire Sports-Car Championship Grand Sport and Street Tuner Race.

Al Carter and co-driver Steven Phillips in the #99 Aston Martin Vantage won the Grand Sport (GS) class of the four-hour race. Carter started at the back of the pack after qualifying the car 12 out of 15 in class. They drove mid-pack for the first part of the race, but after two hours moved up to the top five. It was running in second when the leading #35 Porsche Cayman GT4 driven by Damien Faulkner suddenly slowed with 30 minutes remaining. Carter shot past him before Damien could regain power. The Aston held the lead for the remaining 18 laps for the win. The #12 BRacing Porsche Cayman GT4 co-driven by Cameron Cassels and Trent Hindman were second. While the #59 KM Ford Mustang finished third. Al-

though they had a difficult race, the #28 Porsche Cayman GT4 of Dylan Murcott and Dillon Machavern left Laguna with a 16-point lead in GS.

Pierre Kleinubing and Roy Block driving the #75 Audi S3 obtained their first Street Tuner (ST) Class victory. Brazilian Kleinubing qualified on the pole but fell back in the early going before fighting his way back to the lead. The ST class provided considerable action for the duration of the race, with the top cars trading the lead 10 times. Liam Dwyer and Andrew Carbonell in the #26 Mazda MX-5 were second with Sarah Cattaneo and Owen Trinkler's #44 Nissan Altima following up their victory at VIR with a third-place. Eric Foss retained the ST championship lead in his #56 Murillo Racing Porsche Cayman despite mechanical issues that had him finish 13 overall. Justin Piscitell replaced the injured Jeff Mosing in the #56. The #17 RS1 Porsche Cayman of Spencer Pumpelly and Nick Galante left Laguna 16 points behind Foss.

On Sunday we arrived early to watch practice over breakfast before going to the PorschePlatz. The before race briefings were provided by Michelin and Mobil while artist Bill Patterson set up to paint his view of the race. His painting and associated prints were later auctioned in support of the Austin Hatcher (Child Cancer) Foundation.

Raffles for "hot pit" visits and Porsche swag were held as was the award of a set of Michelin tires. I sure could have used those!

The two-hour and forty-minute IMSA WeatherTech SportsCar Championship (WTC) race featured: in

Prototype Class (P), five Dpi and three LMP2; nine Grand Touring Le Mans (GTLM) and seventeen GT Daytona (GTD). The P Class would be a fight between Dallara chassis Cadillac Dpi, Onroak chassis Nissan Dpi, Riley-Multimatic Mazda Dpi and LMP2 Onroak-Ligier JSP2 17 Gibson and Oreca 07 Gibson. The victory came down to the final few laps when Renger van der Zande in the #90 Ligier LM P2 passed Dane Cameron's #31 Cadillac Dpi in the Rainey Curve. Renger had gotten within a few car lengths of Dane and with three laps remaining attacked up the hill to Turn 7. He managed to out brake him into Turn 8 and pass him as they exited the Corkscrew. The Flying Dutchman won by 2.248 seconds with Belgian co-driver Marc Goossens. It was the team's first win of the season and the first WTC win for an LMP2. The second-place finish vaulted the #31 of Cameron and co-driver Eric Curran to second in the series standings. Ricky and Jordan Taylor in their #10 Cadillac finished third and held an insurmountable 29-point lead in the Championship before Petit Le Mans.

In GTLM, John Edwards spun his #24 BMW M6 on the opening lap in the Andretti Hairpin (Turn 2) and fell to last in the 33-car field. Edwards took eight laps to work his way back through the GTD field. Co-driver Martin Tomczyk took over for the middle stint where he showed his DTM champion skills as he worked his way into sixth in class. After the next driver change under a full-course caution (FCC), he restarted the race in third place. He got around Antonio Garcia in the #3 Corvette and then took the lead from Joey Hand's #66 Ford GT. John went into fuel saving mode while pole sitter Toni Vilander pressured him in his #62 Risi Competizione Ferrari 488 GTE.

Toni managed to take the lead with fifty minutes remaining but had to pit with twenty to go. This allowed Edwards to retake the lead and continue to conserve fuel. He held off a final surge from Vilander as they exited the final turn to win the drag race to the checker by 0.152 seconds. Vilander started from the pole position and was at or near the fastest speed all week. Toni and Giancarlo Fisichella scored their second consecutive podium result. Patrick Pilet and Dirk Werner finished third in the #911 Porsche 911 RSR. This was a good result for Porsche considering they seemed to lack initial straight line acceleration. IMSA rules will only allow Porsche to "evolve" the mid-engine RSR while BMW will field a new M8 twin-turbo V-8. Porsche may have additional funds available due to the end of the LMP1 program and RSRs being sold to private teams. In 2017 they solved the diffuser and downforce issue. In 2018 they may need some im-

*Below: 1969 Porsche 917 K 24 Hours of Daytona Winner at Canepa Museum.*

*Bottom: Porsches at Canepa Museum.*







*Above: Hank and Debbie take a drive around the track at Laguna Seca in their 911.*

provement in torque against their turbo charged and V8 powered competition.

Alessandro Balzan and Christina Nielsen were very consistent all season long and had built a solid lead in the WTC GTD Class standings in their #63 Scuderia Corsa Ferrari 488 GT3. The only thing missing was the victory they obtained at Laguna Seca. Nielsen started the race and conducted a clean stint that allowed Balzan to combine fuel saving with an attacking style that put the car in a position to win. He took advantage when the leader Colin Braun pitted his #54 CORE Autosport Porsche 911 GT3 R with less than five minutes left. Balzan held off the #93 Acura NSX GT3 of Andy Lally and Katherine Legge by 6.5 seconds. During the race we had an opportunity to sit in between the Alegria Motorsports and Park Place pit boxes during a driver change, tire and fuel stop. It was interesting to observe the preparation by Bergmeister and Long and their respective teams, like two knights preparing for a joust. Legge and Lally obtained their fourth podium of the season. Joerg Bergmeister and Patrick Lindsey were third in their #73 Park Place Motorsports Porsche 911 GT3 R. Nielsen and Balzan extended their championship lead to 26 points over Jeroen Bleekemolen's #33 Mercedes-AMG GT3. We concluded a great weekend of racing by thanking the PorchePlatz volunteers and spending some time in Victory Lane.

The following day it was time to travel to the Napa Valley. But first, we had to make one more automotive stop along the way. In Scotts Valley, south of San Francisco, there is a restoration facility I had seen in Excellence, Panorama and on You Tube: Canepa Motorsports. Bruce Canepa's museum and shop are dedicated to the spirit of automobile and motorcycle competition. The ground floor is the sales showroom that included: Porsche 356, 911R, 911RS, Speedster, 930, 935, 959 and Cobra roadsters among other clas-

sics. The museum is on the first floor. On exhibit are: #2 Gulf Porsche 917K; '74 911 RSR, Canepa's 934, Al Holbert's #14 Lowenbrau 935, Le Mans winning #1 Rothmans 962C; an Audi R15 TDI; a '54 #16 Mercedes W196R; Parnelli Jones #98 Agajanian's Offenhauser and a '76 Tyrrell P34 F1 six-wheeler. There are other Indy, rally, TransAM, CanAm, NASCAR cars and hot rods. Many of these cars are driven in historic races and maintained in Canepa's large garage. The garage may be observed from an overlooking balcony. No fewer than six 959 were visible as they were being maintained. After overdosing on cars for several days it was time to visit some vineyards.

While on vacation one tends to not focus on the news. Upon our return to Virginia, we were heartbroken by all the destruction and loss of life caused by the hurricanes and wildfires. Having recently visited some of these specific areas, the devastation was all the more palpable. In the Napa Valley we enjoyed great local cuisine at Bouchon and visits by bus to several wineries. We also enjoyed driving the back roads up through Yountville to Calistoga. On our last day we enjoyed a luncheon and tasting on the magnificent Wine Train through the Valley. On Friday we started our drive back to San Francisco by stopping by Sonoma Raceway at Sears Point. The Raceway later opened its gates to people affected by the fires. Later we had lunch at Alice Waters' Chez Panisse in Berkeley before retiring for the night in San Francisco. The next day I got Debbie to her flight home and started my return voyage along the northern route where I joined the western end of the Lincoln Highway. This half of the road trip had been fantastic and there was a half to go including a stop at Road Atlanta for Petit Le Mans 2017.

The trip back will be for another time. The trip to the West Coast was 3319 miles, 89 hours of driving while averaging 55 miles per hour. ■



# 2017 Rockville Antique and Classic Car Show

On an overcast Saturday October 14th twenty PCA Potomac Porsche's gathered at the 56th Annual 2017 Rockville Antique and Classic Car Show on the grounds of Rockville's Civic Center Park's and former stately Glenview Mansion. About 11 PCA 356 Registry members were entered in the show and accompanied by 7 air-cooled 911s and 914s and one trans-axle 928.

PCA 356 Registry and Potomac club members filled almost the entire Row F with great Bavarian picnic tables spreads and great camaraderie! PCA celebrities were also in attendance also, former PCA Potomac Concourse Chair Ron Davis with his award winning red 1964 356 and Gas Monkey Garage Rehab co-star Chris Stephens with his grey 911sc coupe.

The park was transformed when more than 550 antique and classic automobiles went on display from Packard's to Ferrari's and over 33 car clubs represented during this grand event. Auto collectors and enthusiasts share the fond memories of the classic cars of yesteryear. The show had a flea market and car sales area, food and drink trucks and best of all is open to the public and admission is free.

The Civic Center Park's fields were grassy and hilly so all PCA Potomac members adhered to the Antique

Automobile Club of America (AACA) safety standards with required fire extinguishers and wheel chocks for each vehicle due the hilly fields. Handicapped parking was also available for spectators which numbered nearly a thousand -- families, young and old, as well as many dogs strolled the rows admiring an amazing collections of classics. Numerous classics worth well-over half-a-million dollars and several Pebble Beach classics were in attendance. .

The non-judged show had many gleaming car clubs present on the beautiful sweeping lawns of Rockville's Civic Center Park which is a great venue. Logistics for the car show were US Military precision with ample safety, guides, food and drink vendors, and great auto-related flea market as well as a great band - The Hillbilly Gypsies.

If you have never attended the Rockville Antique and Classic Car Show, mark your calendars for the 57th show in October 2018. Next year the 356 Registry has a competing 356 event and will not be in attendance so it is paramount that PCAPotomac pre-1992 Porsche's register and attend in order to preserve our Porsche colors and PCA Potomac's Row F and to out-number the Ferrari Club. The car show is easy to get to in Rockville and well worth your time. If you have a pre-1992 Porsche bring it out next year for the show. ■

*Story and photos  
by Kevin  
Naughten.*





# Are Porsches Getting Too Big?

## *And is Porsche Finally Listening to its Customers?*

Story by John  
Truban, photos  
by Charlene  
Truban.

Above: A 2014  
Porsche 911  
50th Edition has  
wide fenders.

In the world of sports cars, when it comes to size, Porsche has always occupied a space on the smaller side of the spectrum. 20 Years ago, when compared to competitors like Ferrari's 355, the BMW M-Series, Mercedes AMG, Chevrolet's Corvette, the now deceased Dodge Viper and we will even throw in Lamborghini for some added flare, the Porsche 911 and Boxster have always been trimmed down. Like a Lightweight Champion of the World that can dance around the ring hitting the mark where and when it wants to - going for maximum nimbleness and winning on points, as opposed to trying to win with a single Heavyweight Champion's knockout from brute force. Muscle cars attempt to win with a knockout, sport cars win with precision.

Ferrari's and Lamborghinis have always gone low and wide. They are big cars when you drive them down the road. If you are used to Porsches you will constantly be looking in your mirror to see if you are spilling over from your lane and into another. These exotics use the whole lane. The Corvette and Viper do what Americans do best - Firepower. The issue

has always been that you have to fit that firepower in the car, resulting in big bodies with long hoods and more weight from big blocks. Great on the straights and not so much in the turns. Aerodynamic trickery and modern electronics have helped mitigate many of these weaknesses, however they have their limits.

The BMW and the Mercedes portfolio offer a range of sizes and performance. Over the past 60 years, they have offered some strong Porsche competitors, no doubt. The Mercedes Gullwing, BMW 3.0 CSL and 2002, M3 series and "Z" series have shown their worth. The issue is that they started out small and over the decades have ballooned into full size automobiles, like an aging Rocky Balboa. The BMW and Mercedes enthusiasts of the past seem to be gravitating towards the new smaller and equally quick 1 Series and 2 Series M versions lately, telling me that they prefer the smaller profile.

Have you stopped and looked at a first generation Boxster sitting next to a new one? Or a 1970's 911 in the shadow of a 2018 model? Life shows us that most

things grow heavier and wider as they age, but this is now becoming an epidemic. A Porsche obesity health crisis!

Sports Cars used to be small. Think of MG's, Triumphs, Fiats, Porsche 356's and Alfas. The Porsche 911 attracted owners because it was small and quick resulting in a fun driving experience that was valued by many buyers, with a preconceived concept of what a sports car was. The experience held true up until the water-cooled 911's hit the road. Since then, the 911 has continued to grow fat. Interestingly enough, the weight of the 911 has not changed all that much in the past 40 years when you compare base models. During that same time, power has increased significantly.

So why can't we have the compact old body style with the new power? We are told that it must be because of crash standards. Well, what about the SMART car, Miata, Honda's deceased S2000 and the Mini? They are small. How do they do it? With the exception of the silly clown cars, at least the Miata, S2000 and Mini are decent performance cars.

We then hear that it must be because of emissions regulations and all the modern electronics that go with it – CPU's, etc. Really? Again, there are many micro cars all around the world that exist without weighing them down with heavy computers and complicated systems that result in ballooning fenders.

I have heard that they just cannot fit the new engines in the old 911 body because they take up too much space and would also mess with the weight distribution, bla, bla, bla. Here is my suggestion – then remove the munchkin seats that 1 in 10,000 people use and fit the bigger engine in the car and let the modern electronics handle the weight distribution.



*Above: The 1988 911 seems anorexic compared to modern 911s.*

*Below: The new 911s are a foot longer than the 911 in 1965*

At the end of the day, engineers, designers and accountants have made the decision that in order for the 911 to continue it must get bigger and better. Evolution must continue for the sake of evolution. Why? McDonalds does not change their French fries for the sake of continual improvement – because they are great the way they are and it is the reason people buy the food. Most technology gets smaller as you improve on it – TVs, cell phones, radios. Why are Porsches moving in the opposite direction?

Sometimes you get the feeling that the 911 is redesigned just so they can pack more “new stuff” into the car and charge more money. Even those of us who love the Porsche brand more than our own children recognize that the options lists have gotten a little out of control. I can get “belt outlet trim in Alcantara” or “Window Triangle Trim in Carbon Fiber,” but the engineers cannot figure out how to make the 911 the same size car as it was in 1989 or 1997? It appears the focus of Porsche has been directed towards other issues.

This lack of focus has resulted in the marketing of “Singer” Porsches and private shops designing and producing their own Ultimate Porsche, all exclusively based on an older design. Why? Nobody is doing that with Ferrari's or Lamborghinis or any other make that I am aware of on a noticeable scale – only Porsche. We have reached a point where there are enough consumers who are saying that they





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would rather own the old design than the new one. The enthusiast market is telling Porsche that they don't want the New Coke - they want the Coca Cola Classic back. We don't care anymore if the car can reach 210 mph - we can't drive that fast anywhere legally or illegally. The new Porsche has 600 hp? Who cares, my 190 hp 911 was fast enough for me.

The new 911 does not weigh that much more than it did in 1984. Hard to believe isn't it. However, it appears that any weight savings they have gained from new materials they then totally negate by adding electronic gizmos and safety features that most of us don't even know what they do. Just look at the thickness of your owner's manual. You did not need a 400 page owner's manual in 1967. Now the literature is getting so big that some cars just come with a disc so that you can go on your computer to look up info because if they printed the manual you would have to install a bookshelf in the trunk. All of these new electronics have to fit somewhere and therein lies the problem. If you had to carry 10 smartphones around, then you would look fatter too.

What are we doing here folks! Before long we are going to need to all write our local Congressman and demand action on making the 911 small again. My humble suggestion is that instead of letting engineers and designers come up with new ways to add more junk in the 911, how about we work on removing it. We keep hearing how the purists want a lightened 911 that is stripped down, with a manual transmission and no spoilers. Sounds a lot like the 911R they just produced. Sold pretty well from what I heard . . .

It sold so well, that they decided to produce the GT3 Touring Package. Porsche is moving in the right direction but the cars are still not getting smaller or all that lighter. Just because you remove a half pound door handle and replace it with a quarter pound door strap, while at the same time adding 15 more pounds of electronics, you cannot achieve the goal of a lighter car. These new models are not the fattest pig in the stall anymore. But they are still a pig. A 1967 911R weighed about 1,800 lbs compared to its standard 911 at nearly 500 pounds more. The new 911R weighs 3021 lbs. The 911R is supposedly the extreme lightweight car in the Porsche lineup - however even a 2014 GT3 weighs



3,153 lbs and regular Carreras are not much more. The point - There is no real difference. I compare this to a 300 pound man in winter clothes versus a 300 pound man in summer clothes who calls himself the "lightweight version."

The real issue is in the physical size of the car. Get rid of the fat body and all the electronic bull\$\*!@ and scale the car down. Gut it all and let the buyer decide what to add from that point. You used to have to pay extra for the M491 package - now it is basically standard to some degree on all models. We are told many of the designs are for our own safety and the environment. Once the 911 is electric, then they will not be able to blame the environment and once they are all autonomous and programmed to drive like Derek Bell then they will not have safety to blame either. Then

*Above: Many Porsche enthusiasts prefer the small scale of the aircooled 911s.*

*Below: The Ingram Collections 1967 911R next to the new 911R.*







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what? And who says we have to make a choice between size, safety and the environment?

If Apple was able to take the telephone of 30 years ago and make it compact, slimmer and with infinity more capabilities that can fit in your pocket then why can't the Porsche 911 be the same size it was in 1973 with the same performance of today? Safety is important, however why can they not work on making items smaller so we can have the cool lightweight steering wheels of yesterday that don't need a gigantic exploding airbag that sends shrapnel into my face before the wreck is even over. Maybe I want to check the box that removes the so-called government mandated items that keep me safe. I am an American and I want freedom!

If Porsche said they were going to produce a new 911 based on the 1973 911S Coupe or the 1998 993 C2S body – they would not be able to produce enough to fill the demand. What is stopping them? Regulations? Rules?

Other companies find ways to produce "Continuation Series" cars. Carroll Shelby started producing 427 Cobras again before his death. Jaguar and Land Rover have produced small batches based on old models. It could be done if Porsche wanted to do it. They have

enough smart people to make a 911 fly to moon and back. Well, maybe not back. People liked the lines of the old 911 and the noticeable difference between the turbo flares on the rear vs. a regular 911. Now when you look at 911s we just see wide, wider and bootylicious. Pretty soon the Turbo's rear passenger tire is going to need to wear a bicycle helmet because it is driving in the cycling lane.

Porsche – keep up to good work on winning races and designing \$800.00 sunglasses. At the same time, focus some time on solutions to decrease the size of the 911. Ferdinand wants his 911 back! ■

*Above: Singer is capitalizing off of enthusiasts desires for the old design.*

*Below: In the old days Porsche would simply bolt on wider fenders.*





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# Last Rally of the Season

On a delightful day in late October a full complement of Potomac Rally enthusiasts set off from Winchester, VA on a 50 mile backroad rally through the multicolored fall leaves of Northern Virginia. John and Rose Eberhardt assumed rally director duties from Craig and Linda Davidson who ceded this trip to better knowledge of the Commonwealth!

The Eberhardts designed a Rally that combined driving through wonderfully complex backroads with a series of questions, answers to which would be encountered along the way. Several such questions required the drivers and navigators to ask questions of proprietors of shops encountered on the course – a fa-

vorite dog's name, how many years in business, how the shop got its name. It was interesting how much comradery this engendered as the Ralliers engaged shop keepers in conversation with other Potomac members.

At the end of the Rally we rendezvoused at Escutcheon Brewing in Winchester for a hearty "picnic" lunch and the awarding of trophies. For those of you who haven't tried a Rally, you should look to the 2018 season as an opportunity to join like-minded drivers for a fun drive, good scenery, a nice meal and conversation.

*Story and photos  
by Glenn  
Cowan.*





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# What's in a Name?

Cayenne - a pepper, also known as the Guinea spice, cow-horn pepper, red hot chili pepper, aleva, bird pepper, or, especially in its powdered form, red pepper, is a cultivar of *Capsicum annuum*, which is related to bell peppers, jalapeños, paprika, and others.

Thank you Wiki, I thought it was an SUV. Let's try this again. Cayman - is an autonomous British Overseas Territory in the western Caribbean Sea. The 264-square-kilometre (102-square-mile) territory comprises the three islands of Grand Cayman, Cayman Brac and Little Cayman located south of Cuba, northeast of Costa Rica, north of Panama, east of Mexico and northwest of Jamaica. Its population is approximately 60,000, and its capital is George Town.

What? Again, thank you Wiki, but this just doesn't make any sense. Cayman is a sportscar made by the German manufacture Porsche! The heck with it, let's try Carrera.

RACE!!! Okay, now we're getting closer. La Carrera Panamericana!! The historic race in Mexico! But why name a German car after that and what's with all of these Spanish names? I mean I haven't even gotten to Panamera or Macan. For that matter, let's throw in Targa and Cabriolet. Why is there no German being spoken here?

Okay, so it's no secret the La Carrera Panamericana race gave Porsche some early chops as a true racing and sports car, but I guarantee you I can make just as good an argument that they would be much more deserving of the name LeMans. Way, way more deserving than Pontiac, that's for sure, and while we're at it, a Porsche Daytona wouldn't be out of line written across the tail of one of these fine cars either. Tell me now, would you be upset if Porsche came out with a car called the Nordschleife? I didn't think so, but I bet you there's a good reason why you'll never see it.

I think this is all marketing a lack of pride thing. I knew a German chocolatier once. He lives here in the states now and he shared an eye opening conversation with me. He told me that Germany and many Germans carry a lack of open pride of their country for what happened in WWII. It's not to say they are not proud of themselves today, but they know they have this black cloud in their past that they understandably wish to distance themselves from. When I looked into it, I read things like the rejection of nationalism or patriotism, and words like, grappling with their WWII legacy. Reading TheTruthAboutCars.com story about Dr. Porsche's Jewish partner Adolf Rosenberger is an

eye opener into Porsche's past in the 1930's. Not their proudest time.

I think it's fair to think that one of the most horrific times in Germany's and the world's history, would weigh heavy on a company like Porsche, and that the naming of their cars decades ago would have them in search of more favorable titles. It makes complete sense. Knowing a good deal about marketing, it also makes sense to find an alternative language that might less associate you with that which you wish to avoid. It can also work the other way. Think about it, when we Americans desire good taste, a French name or word like Yoplait or baquette, doesn't hurt. We gobble it up - literally!

Porsche, like its motherland, is known for engineering. They are known for racing excellence. They are known for endurance victory, and they are known for an automotive legacy. These friends, are not things associated with the spice rack or South America. Let's face it, Porsche's success today isn't hurt by a deep Jerry Seinfeld connection. I even just read that this year Porsche invested eight figures in establishing an innovation office in none other than Israel.

We love Porsches. We don't just see them as some of the greatest cars ever made, we are proud as a peach to be seen in them. While our motto may say it's about the people. To be fair, what we like most about the people is their mutual love of Porsches. I don't know about you, but I'm ready to drive a Porsche Nordschleife, or the street version called the Autobahn, aren't you?

Story by Tom Neel.





## October 2017 new Potomac members

### New Members

Robert Benson - 2013 911 Carrera S - from Stafford	Lawrence Gordin - 2001 Boxster S - from Washington	Richard Pan - 2006 Cayman S - from Vienna
Jeffery Carter - 2014 Cayman - from Arlington	David Jackson - 2017 Macan - from Paeonian Springs	Edward Parker - 2001 Boxster S - from Hagerstown
Charles Carmichael - 2013 Boxster S - from Annapolis - transfer from Chesapeake	Lyndon Johnson - 2017 911 Carrera Coupe - from Bristol	David Pekoske - 2017 Panamera 4 - from Potomac
Frode Davanger - 2004 Cayenne S - from Mclean	Eric Kreins - 2015 Macan S - from Gaithersburg	Dale Sinnott - 2016 Cayman - from Olney
Laurent de Winter - 1983 911 SC Cabriolet - from Sterling	Kevin McIver - 2011 Boxster - from Bowie	Carl Tugberk - 2005 911 Carrera Coupe - from Bethesda
Matthew Foley - 2011 Cayman - from Bethesda	Ryan McKendrick - 2000 911 Carrera Coupe - from Fairfax	Alwyn Walker - 2007 911 Carrera - from Edgewater - transfer from Florida Citrus
Herb Franck - 2011 Boxster - from Leesburg	Hadi Nsouli - 2011 911 Carrera S Coupe - from Sterling	Craig Whitten - 1998 Boxster - from Manassas - transfer from Hurricane
David Fulham - 2010 911 Carrera Coupe - from Ashburn	Randy Ong - 2013 Boxster S - from Arlington	

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# November 2017 Potomac anniversaries

## Anniversaries

### 45 Years

Lionel & Karen Allard

### 40 Years

Juergen & Patricia Hauber  
Norman Wood & Carolyn Zollar

### 35 Years

Ralph & Travis Skeel

### 25 Years

Jack & Shann Mills

### 20 Years

Allen Chin

### 15 Years

William Allerton  
Apostolis & Jackie Ventouris

### 10 Years

David & Nancy Ahearn  
Joseph Baehr  
James Bynum & Leah Price  
Roger & Diane Downey  
David & Ksenija Eiler  
Edward & Joan Gaulrapp  
Steve & Bryant Grumbach  
Richard McAlonan  
John Millian  
Steve & Ann Mitchell  
Joseph Yoon

### 5 Years

Jeffrey & Mara Campbell  
David Christenson  
Dennis & Colin Donohue  
Douglas Hatch  
Christoph & Christine Kunkel  
Reginald Laurent  
Andrew & Joanne Levitt  
Alan Malouf  
Charles & Marshall Nimick  
Nick Perdikis  
Steven Rands



## Contribute to der Vorgänger

### Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

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

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

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

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

Write your stories, snap your photos, and send them to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). **All photos must be originals digital files; please do not 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: Keith and Regina Johnson, who had their 50th anniversary with PCA. Photo by Casey Martin Photography.*







Left: "We were trying to look at the fall colors on Skyline Drive Sept 22 - Our red 1990 911 was the only nice color on Skyline Drive". Photo by Dieter and Susan Guenter.

Below: The autocross committee. Back: Chris Nolan, John Vrankovich, Art Orton. Middle: Howard Leiken, Bill Calcagno, Jim Musgrave (Chair), Michael Kaunitz, Steve Bobbitt (Co-Chair), John Bendekovic, Lara Peirce, Ken Larson. Front Row: Pam Clay, John Clay, Bill Schwinn, Chris Markwood, Stephanie Bednarek, Pat Kaunitz. Photo by Pat Kaunitz







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*#911 Porsche 911 RSR at Laguna Seca. Photo by Hank Allen.*

