

# der Vorgänger





## Get more Vitamin D.

This unapologetically pure roadster puts nothing between you and the sky above. The 718 Boxster. Unrivalled mid-engine balance and legendary Porsche handling. It is one of life's most thrilling supplements. Porsche. There is no substitute.

**The 718 Boxster.  
Time to get in.**



### **Porsche of Arlington**

Arlington, VA  
(703) 684-6660  
[arlington.porschedealer.com](http://arlington.porschedealer.com)

### **Porsche Bethesda**

North Bethesda, MD  
(844) 812-0334  
[porschebethesda.com](http://porschebethesda.com)

### **Porsche of Tysons Corner**

Vienna, VA  
(888) 289-5196  
[tysons.porschedealer.com](http://tysons.porschedealer.com)

### **Porsche of Silver Spring**

Silver Spring, MD  
(855) 975-5539  
[silverspring.porschedealer.com](http://silverspring.porschedealer.com)

©2018 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times.  
European model shown. Some options may not be available in the U.S.



**PORSCHE**



# InterSport

Proudly Serving PCA  
Members Since 1990

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

**Renowned Porsche service**  
**Pristine pre-owned vehicles**

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



[www.intersportperformance.com](http://www.intersportperformance.com)  
[omarkhilmi@gmail.com](mailto:omarkhilmi@gmail.com)  
**tel: 703.242.8680 fax: 703.242.0358**

**Porsche BMW**  
**Mercedes Audi**



# Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2018 calendar
- 10 Celebrating Porsche's 70th Anniversary In Style by John Truban and Tom Neel
- 14 PCA Driver Education at Virginia International Raceway by Hank Allen
- 19 Another Successful Rally Season comes to an End by Linda Davidson
- 20 2019 Executive Committee Elections
- 23 Dreams Fulfilled by Wendell Pope
- 27 Winter Prep by Michael Sherman
- 30 Readers and their cars

Cover photo: GT2 RS photo by Charlene Truban.



## der Vorgänger

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

December 2018  
Volume 64, No. 11

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

**Publisher:** Glenn Cowan  
7600 Wisconsin Avenue, Suite 1010  
Bethesda, MD 20814  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)

**Co-Editor:** Glenn Cowan  
**Co-Editor:** Michael Sherman  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

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

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

For questions about advertising rates and  
placement in **der Vorgänger**, please contact  
Glenn Cowan at [dvads@pcapotomac.org](mailto:dvads@pcapotomac.org)

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

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

To subscribe, join the Porsche Club of America. Details at [www.pca.org](http://www.pca.org). Visit the Potomac region website at [www.pcapotomac.org](http://www.pcapotomac.org).



SATURDAY • 15 DECEMBER 2018 • 6PM TO WHENEVER

# PCA POTOMAC

• HOLIDAY •

# PARTY!



CLYDE'S OF CHEVY CHASE  
RACE BAR (LOWER LEVEL)  
5441 WISCONSIN AVE  
CHEVY CHASE, MD 20815



TICKETS  
\$10



HORS-  
D'OEUVRES



CASH  
BAR

REGISTER NOW! [MSREG.COM/PCAP2018HOLIDAY](https://www.msreg.com/PCAP2018HOLIDAY)



# Title

In early November I was one of almost 60 Potomac PCAers who participated in a Fall Foliage Drive and Dine. This event, organized by Drive and Dine Co-Chair Glenn Havinoviski (no relation) took us through gorgeous highways and byways of Northern Virginia and the Shenandoah Valley. The weather was wonderful – top down most of the day – and the leaves were at their peak.

These events are not about speed or handling but rather about spending part of the day with fellow Porsche enthusiasts. Coming down a long sloping back road with 30 Porsches in front of you is quite something! The waves and honks you get from passer's by is testimony to the reputation of our chosen marque and to its enduring good looks.

These movable get-togethers also provide an opportunity to meet new Porsche folk and talk about Porsche stuff – “do you like the sport exhaust?” “do you miss the standard transmission on your old Porsche?” “where did you get that jacket?” “should I go with the Targa or the cab?”

Autocross and HPDC are jokingly referred to as the “gateway drug” to DE and Club Racing. True enough, but based on the conversations I have at Drive and Dine events, I would argue that the purposely calm “ride in the country and have a good



Glenn Cowan



Michael Sherman

meal” format propels a bunch of folks into the go-fast events. I have had many conversations that start with “What can you tell me about Autocross” and continue at the next Drive and Dine with “Wow, that Autocross at Summit Point was great!”

This can also be said of Rally participants who may hanker for more speed - but the Rally crowd is generally competitive and DE is a logical step for them whereas the Drive and Diners’ probably weren’t thinking this way until they had conversations with those of us who have tried some other Potomac offerings.

I know the motor heads among you view anything slower than “as fast as possible” not worth turning a key, but in some cases – perhaps many - the speed demon in us needs to be brought out surreptitiously. Drive and Dine is a great way to spend a day or a weekend and I would argue is further important because it functions as the seed corn of our club as it propels so many into other great ways to spend a day with your car and some friends.

– Glenn

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



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

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

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

**Call or email us to find out how.**

**703-564-6300**

**[webleads@porscheoftysonscorner.dsmesssage.com](mailto:webleads@porscheoftysonscorner.dsmesssage.com)**

*Experience the control of all-wheel drive.*

*The new Porsche 911 Carrera 4S.*

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

Porsche recommends **Mobil 1**



**PORSCHE**



# Coming to a Close

It's hard to believe that another year is coming to a close! Potomac's usual December events are on the schedule: our December board meeting and elections, and our annual Holiday Party. Please come out and join us for your final PCA "fix" of the year.

The Potomac calendar is light during winter. Our regular monthly brunches are ongoing; our Sponsor, Volunteer, and Awards dinner is scheduled, and we have one board meeting on the calendar. Behind the scenes, the various committees are meeting and planning our 2019 events. I've mentioned before that being on the Executive Board has allowed me to see and appreciate the immense amount of work that goes into our many events. Thank you to everyone that planned, organized, and helped us hold an event this year!

Shortly after the first of the year, we will publish the 2019 Potomac calendar on our website. I always look forward to this – it allows me to start planning my fun for the upcoming year and forget that it's cold, wet, and gets dark in the middle of the day. Working on the track car and getting it ready for the season; the occasional sunny, dry, weekend day that I can enjoy a spirited drive; catching up with the various Porsche themed magazines and the races that I've recorded; that's my way of surviving the winter and making it to the first track event of the year.

This is my final President's Column. Next time, you will get to



David Dean

enjoy what I'm sure will be a more entertaining and profound column from Mia Walsh. For those of you that have read every column I've written, I apologize. Some months the column writes itself. In others, it's been a challenge to come up with something interesting or entertaining. I couldn't write about my various misadventures every month – or you all would question my sanity – and wonder why you elected me President!

There are a few people that I would like to thank. I hate to name individuals, when there have been so many people that I've relied on. But specifically, thanks to Michael Handelman, who has spent the last six years on the Executive Board with me, first as Secretary and then as Treasurer; Mia, who has been an exceptional Vice President; and who I'm sure will do a better job as President than I've done; and Gary Baker who's had to suffer with us as Secretary for the last two years – and if elected – has the unenviable task of following Mia as Vice President – President Elect!

To the many Past Presidents that have offered advice and words of wisdom – thank you! Thanks as well to the various Program Chairs and committee members! As I've said several times, you are the people that make Potomac the successful region that it is. You've made my job as President easy.

Finally, thank you to all of the members – it's been a privilege to be your President!

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

**PFC  
BRAKES**

**HAWK  
PERFORMANCE**  
BRAKE PAD TECHNOLOGY OF CALIPERS™

**PAGID**

Meet Mark Francis: OG  
Racing's Trackside  
Support.

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

**OG RACING**

**Your Source for Motorsports Safety Equipment • [www.ogracing.com](http://www.ogracing.com) • 1.800-934-9112**



## Founders' Region officers

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



David Dean



Mia Walsh



Michael Handelman



Gary Baker



Howard Hill

## Drivers' Education

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

## Programs

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

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

## Model Experts

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

## der Vorgänger

**Publisher:** Glenn Cowan  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)  
**Editors:** Glenn Cowan, Michael Sherman  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

**Matt Curry's**  
**CRAFTSMAN**  
auto care

**Matt & Judy Curry**

**The Art and Science of Auto Care at its BEST**

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

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

New! 2 locations: Alexandria (703) -719-7606 | Fairfax (703) 272-3216 | [CraftsmanAutoCare.com](http://CraftsmanAutoCare.com) | (833) - CRAFTS1



# 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

- 1 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 15 PCA Potomac Holiday party! Clyde's of Chevy Chase, 6pm.
- 15 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11 am - 1 pm

HAPPY HOLIDAYS!



## Cars & Coffee

### Hunt Valley, MD

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

### Burtonsville, MD

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

### Great Falls, VA

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

### Dulles, VA

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

### Winchester, VA

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

### Bethesda, MD

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

## Potomac Monthly Brunches

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

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

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





# Celebrating Porsche's 70th Anniversary In Style

Story by John  
Truban and Tom  
Neel

Photos by Char-  
lene Truban and  
Tom Neel

## At PCNA Headquarters With RM Sotheby's

70 Years of Porsche. What does that mean? It means that Porsche is just starting to warm up. Compared to many other automobile companies, Porsche is a teenager. Mercedes, Cadillac, Fiat - the list goes on and on before you get to Porsche officially opening its doors for business in 1948. Yet, somehow Porsche has surpassed all of them in many important categories through cutting edge innovation.

Earlier in the year, we learned that RM Sotheby's was going to hold a Porsche Only Auction at the Porsche Headquarters in Atlanta in celebration of the 70th Anniversary. This would be a first for Porsche. RM Sotheby's spent many a late night sweet talking on the phone with hopes of getting a date with Porsche, and finally received "Yes" for an answer. Being glutons for headache inducing bright lights and loud hammers we thought, "Let's go ahead and book a room at the "Porsche Managed" Solis Hotel next door before it gets booked up by Saudi Princes and Russian Oligarchs."

Flash forward 7 months and you have a sold out hotel, full court press on the Porsche auction coverage and John Oates of Hall & Oates fame strumming a guitar! We will circle back around to John Oates later in the story . . .

To make matters even more super rad in a late 1980's Slantnose kind of fashion, Charlene Truban and John Truban found out a few days before leaving

that good friend and fellow Potomac Porsche Club Contributor Tom Neel is going to be there too!

We could not pass up the opportunity to combine forces and turn this baby into what rock star's call "A Super Group." We think more along the lines of Cream and The Highwaymen and less like the Traveling Wilbury's. We are not old and past our prime. On a side note, how many super groups was Eric Clapton really in anyway? Those finicky Ferrari owners.

With Tom Neel already on assignment hitting sweet turns in the new GT3 RS and GT3 Comparison at the Porsche Experience Center, Charlene and John took the classy step of flying economy on United Airlines from Dulles to Atlanta. One of these days we plan to write a psychology book on "How People Turn Crazy When They Fly." I mean who are these people who take their shoes off on the plane and air out their stinky feet - and do they know how dirty that floor is? And what is up with the people who sit in the terminal sleeping with a sheet over their head? Finally our favorite - the people who begin to stand in line to board the plane twenty minutes before they start boarding! Why? So they can spend the maximum amount of time in those plush 90 degree angled seats, delighting in their soiled copy of the latest airline produced magazine that convinces them they should fly to Singapore and purchase more single malt beverages while flying? Preposterous!

Charlene and John make it safely to Atlanta and check in at the Solis Hotel next door to the Porsche Headquarters. One can immediately feel the energy in the air, and not because it is cloudy, drizzling and 48 degrees. The ideas of Porsche are everywhere - in the hallways, in the rooms, in the parking lot. Even the gift shop is essentially a little version of the Porsche Design Store.

During this time, The Solis Hotel and Headquarters were a mix between Disney World and a Maximum Security Prison. By the end of it, we each had a combination of three different bracelets and identifications cards around our necks to enter Headquarters. Failure to present the proper bracelet or identification card was met with a serious stare and immediate "halt" from the security guards in their stylish navy blue sport coats. We were only disappointed that we





left our entourage of unnamed people back at home who could have otherwise carried all of this for us.

No time to complain, we are here on business. Out the door we go to take lots of photos and catch all of the action. Once in the front door of the Headquarters, John and Charlene immediately see Tom Neel, right on cue, walking towards them. Or he might have been walking towards the fabulous white 1973 911 RS Lightweight with Green Wheels and just happened to see them.

"Tom, how are you doing? Great to see you," Charlene and I echo each other.

"It is great to see you both also," Tom Neel replies.

"So how was the GT3 and GT3RS comparison in the drizzle?" John asked Tom.

"Fun and exciting. A few sideways moments but I had a better time than the guy who plowed the GT3 into the guardrail," Tom answered.

After exchanging pleasantries we embarked on a mission to see all that we could see before our next event. RM Sotheby's had Porsches on display everywhere. There were cars on the outside terrace, the entire 1st floor, the lower deck outside of the classics department and out front of the building on both sides. The "important" Porsches were front and center on the 1st floor. The 918 Spyder, RSRs, RSs, 956, Turbo S Flatnose were prominently featured. The crown jewel of the show was the one-of-a-kind Project Gold 993 Turbo on display in the Porsche Exclusives Gallery on the far right side. Not the most valuable car present at the event. It was however the newest and rarest.

Porsche did a beautiful job constructing the Project Gold in a way that you would have guessed it came from an alternative universe where the 993 lived on another ten years in production. The gold color hue was mesmerizing in the sense that you were not quite sure you liked it but you could not stop looking.

To walk around the Porsche Headquarters during this weekend of events was like being amongst the AP Honor Roll of Porsche collectors, dealers and PCA dignitaries. Everyone was excited to be there. Many were already making their predictions or strategizing on a Porsche for sale.

This was Charlene and John's first time at the PCNA Headquarters. So, Tom Neel led the way as they went upstairs, downstairs, outside, inside and everywhere else possible to see all that could be seen.

"What is in this door?" John asked.

"Oh, that is a closet," Tom replied.

"Yes, but it is a Porsche closet," John states, "It has to be worth tens times the normal closet."

"John, we have to go see what is parked in the garage. That is where you find some interesting Porsches," Tom suggested.



Sure enough, we walked out the door and into the parking deck and there in front of us was the Paint to Sample Green GT2 RS used in many of the car magazines test articles. To the right were a few new 2019 GT3RSs and to the left was the "Pink Pig" Le Mans winning RSR and a display version of the 919 race car. A little further away was a 73 RS Safari Rally Car. Mixed in amongst the employees cars were numerous GT cars and new models of every kind. There were a dozen or so cars sitting with covers over them.

"It is likely that one of these covered cars is the new 992," Tom advised.

"There could also be a new Speedster hidden in here," I responded.

After a few minutes snapping photos we walked past the doors of the Heritage Gallery where a special seminar was wrapping up. Porsche Classic was holding a Carrera GT Symposium and revealing the 1st "Recommissioned" Carrera GT. Porsche Classic took a Carrera GT and updated it with new wheels and inte-

rior treatments. The result was an Oak Green Metallic supercar with Gold Wheels, Ox Blood Leather and Pepita inserts.

We then departed the building to head back to the hotel to get ready for the 70th Anniversary Gala at 5:30 pm. This was a wonderful event celebrating the accomplishments of 70 years of Porsche, the new unveilings of Porsche Classic and the new partnership with RM Sotheby's. Joe Lawrence, Executive Vice President and COO of PCNA, welcomed everyone to the 70th Anniversary Gala. He spoke about the relationship with RM Sotheby's. Mr. Lawrence then introduced Alexander Fabig, Head of Porsche Classics AG.

Mr. Fabig took time to explain the concept behind the Project Gold and how important the project was to Porsche. He recognized numerous individuals from Stuttgart that were present in the audience and stressed the collaborative nature involved in completing Project Gold.

After a wonderful dinner we went back upstairs to the main floor near the Porsche Design store for a concert by John Oates of Hall & Oates fame. John Oates has been a car aficionado for decades. Even so far as racing Porsches competitively at very high levels. John Oates told stories of racing a 924 GTR and his love for cars. He told the story of walking into Beverly Hills Porsche in 1977 with his band manager and seeing in the center of the showroom a brand new 1977 930 Turbo in Guards Red with Gold BBS wheels. He said it was the most beautiful car he had ever seen. It cost more money than his parent's home, but he was a rock star and rock stars buy expensive sports cars. The sales person walked out and said, "I am so sorry Mr. Oates. Rod Stewart already has a deposit on the car."

John Oates said that his band manager wrapped his arm around the salesperson and ushered him into the back office. Ten minutes later they came out and John

Oates was the new proud owner of that Turbo.

John then spoke about his Emory Outlaw 356 sitting next to the stage that Rod Emory built for him in celebration of his 70th Birthday. Mr. Emory came forward and spoke for a moment on some of the details of the car. The car was originally a 356 B Cabriolet with a Hardtop. John Oates then picked the parts of various 356's that he liked such as a 356A front end, speedster seats, light alloy wheels, a 12 degree raked windshield and the hardtop cut to fit it. Emory said they took a 964 engine and cut two cylinders off and made it a 260 horsepower 4 cylinder engine for the hotrod.

After the concert, we prepared for the next day. RM Sotheby's 70th Anniversary Porsche Auction.

We all headed over early before the event to take additional photos, study the vehicles and spend a few more minutes in Porsche heaven. All of the cars were lined up outside ready to be driven across the auction block.

### HAMMER TIME!

With a damp Friday behind us, registered bidders and guests were hoping for sunshine as they filled the PEC's outdoor auction setting. Held in the lower courtyard, the Saturday hammer dropping would unfortunately be met with somewhat breezy-overcast conditions, zapping comfort, but thankfully not bidder enthusiasm. A steady flow of alcohol acted as an anti-freeze, as the space heaters did their best to keep up. The sun would tease us throughout the day by occasionally bringing a glow to things, but being submerged within the building's towering walls two stories down, the shadows eventually would win the war on warmth.

If weather wasn't enough of a challenge for the RM Sotheby's folks, being outdoors only a few hundred feet from a runway at the busiest airport in the world didn't help either. As the breeze blew through, the jets flew over, making auctioneer Maarten Ten Holder's task of selling off a total of 224 Lots, one worth earning a cup of hot tea with honey and lemon. In the end, he would soldier on for over 6 hours in these conditions with no break. Impressive!

The show began on time at 1pm, with 60 selected pieces of memorabilia, largely without reserve. Lot 101 fell way short of its estimates, only to have Lot 102 go way above and then things got interesting. While many of the items netted a fair number based on the listed estimates, continuous vigorous bidding sent some items absolutely skyward. Less than a dozen items in, Lot 110, a 356 Pre-A Service Manual, estimated to bring no more than \$500, sold for \$1,800. Then another, shooting for \$900, sold for \$2,300. Lot 123, a RS 60 Spyder Driver's Manual, shot through its expected high of \$3,500 and brought a winning bid of \$9,500. Lot 124, vintage 911 sales







literature, was expecting a high of \$7K and hit \$17K! Then RM Sotheby's slipped a couple of 356 engines into the mix with Lots 159, and 160, the latter of which was a GT/GTL Four-Cam that brought a whopping \$250,000 smackers, before buyer's premium!

A good three hours had past and it was finally time to sell some automobiles. Lot 161 would then be an odd place to begin because it was only half of one. The bodiless 1956 356A (running) Training Chassis brought \$100K none the less. The fullness of the audience ebbed and flowed, but maintained a solid half-fullness and bidding was cheerfully constant. There was money in the roofless room as mostly sane bids were being placed until a 1958 356A 1600 Super Speedster (barn find) found the hammer price of \$275K, way above expectations. A couple of yellow (93 & 96) RS's weren't as lucky, nor was the once owned Jerry Seinfeld 2011 GT3 RS 4.0 which at \$510K fell way below its estimate. Then came Lot 196, the 1985 Rothman's 959 Paris-Dakar with its estimated high of \$3.4 million, which was crushed by its \$5.4 million hammer drop!

A 2011 GT2RS fell short at \$485K, as did the 1983 Warwick/Fitzpatrick winning 956 Group C, which went looking for a number around \$6M, but fell short at \$3.5M. Perhaps the other big fish to fall was Lot 217, a 96 GT2 Club Sport offered without reserve and expected to bring between \$800K to \$1.2M. It slowly struggled from about \$300K to its hammer drop at \$580K. This must have caused some sincere wound licking, but things were about to heat up.

Lot 220 was Porsche's passionate and well published 993 Turbo S Project Gold. Built by hand from a leftover original body shell by Porsche Classic AG, the

almost two year Golden Yellow project car was Porsche's darling at the party. All hands were on deck to see it auctioned for charity with proceeds going to the Ferry Porsche Foundation. Sitting on my right was PCA director Vu Nguyen, and to his right, head of Porsche Classic AG, Alexander Fabig, who was surrounded by staff and supporters. The internal estimate I heard they were hoping for was \$800,000, and as it slowly gained traction to finally hit that number, I could hear joy and exhales. But then the brisk-breezy 6pm-ish air seemed without a care to anyone as the Gold hit one million dollars and became a rocket of excitement! One became two, and two quickly became two dot five, and then the unimaginable number of three million was heard. With each million the cheers, smiles and handshakes came in great abundance. The hammer finally found its way into the air and dropped at \$3,100,000. It was amazing to witness and the crowd went wild with happiness!

We had a few minutes to catch up with Ramsey Potts, Car Specialist from RM Sotheby's, to ask him what it meant to RM Sotheby's to be partnered with Porsche for this 70th Anniversary Auction. Mr. Pott's stressed the importance of RM Sotheby's partnering with those organizations that share the same love for quality automobiles. RM Sotheby's embarked on long journey of working with Porsche and spent well over a year planning in order to pull off this amazing event.

And amazing it was. Cheers to Porsche for an amazing 70 Years!

To view the RM Sotheby's 70th Anniversary Porsche Auction results go to: <https://rmsothebys.com/>.







# PCA Driver Education at Virginia International Raceway

## *After Vanthoor, Bamber, Pilet, Tandy and Long: PCA Potomac tackles VIR.*

There was no way I could pass up an opportunity to drive our Porsche Cayman S at a “reasonably high speed” on the legendary Virginia International Raceway (VIR). I have read about and watched television coverage of it for decades. More recently we attended an IMSA race there. It was first opened in 1957 and hosted SCCA Trans-Am, IMSA GT and NASCAR races. Carroll Shelby, Carl Haas, and Bob Holbert drove there in the 60s. In the early 1970s, Peter Gregg and Hurley Haywood drove a 914-6 and a 911S to victories there. It closed in 1974 and was revived in March 2000. In recent IMSA races many of the world’s best endurance drivers have participated, including Porsche factory drivers and their competitors from Ford, Corvette, BMW and Ferrari.

The Full Course 3.2-mile track is located on the Virginia-North Carolina border near Danville, Virginia. The setting in the rolling hills looks like someone dropped a race track in the middle of a luxurious golf course. VIR became America’s first “Motorsport Resort,” a unique combination of racetrack, lodging, dining, spa, karting and more. The rolling hills around the track provide fans excellent viewing locations. The circuit has a total of 18 turns, including the “dangerous dozen”, two blistering straights, and 130' of elevation changes. The Lodge is one of the few hotels located on a race circuit. In addition, there are 18 Pit Lane Rooms that put you in the center of the action, overlooking the excitement of pit lane and the start/finish line. The Villas at South Bend are townhomes that overlook the fast uphill Esses. Lodging on VIR is the best way to go. For the more frugal among us, there are several hotels within an easy drive of the track. The pit lane has garages for rent with the required utilities for professional racers. They are the same ones used by the professional GT teams. VIR has two large asphalt paved paddocks, a gas station, store and snack bar.

High Performance Driver Education (DE) is not racing. However, it is the next best thing for those of us who do not have an SCCA or FIA license or own a fully prepared race car. The PCA DE organizers ensure that safety is paramount. The rules provide a controlled environment to improve your driving skills and learn about your car’s capabilities and characteristics. Daily sessions begin with driver and instructor

meetings; safety briefings and; rules of behavior. Entering the grid, exiting and entering the pits and passing are strictly controlled. Race stewards are strategically placed in towers around the track. They enforce the track rules and control sessions using the standard racing flags that are explained during the safety briefings. Infringement of a rule is rapidly sanctioned by a black flag requiring a stop in the pits for a debrief by the chief steward. There are five run groups levels: Green (novice with little or no track driving experience) and Blue (beginner, still learning technique) have instructors. Based on their capabilities they may be allowed to solo, once or twice during a weekend. White Group drives solo but may request an instructor. Black Group drivers are advanced drivers. Red Group drivers are the most experienced. Many Black and Red Group drivers are instructors. The DE Committee and Instructors evaluate drivers during sessions and, after a final check ride, decide when a driver is qualified to move up to the next group.

Participating in DE is relatively easy. PCA members are happy to help and answer questions. To qualify for DE one must register for and attend a PCA Sponsored one-day High Performance Driving Course (HPDC) or have attended a sanctioned school like the Porsche Sports Driving School. After HPDC you are ready to plan your first DE by registering on the PCA website. The PCA Potomac website has all the Driver Education information you need: a description of DE; calendar and schedule for events and technical inspections; FAQs and; a link to MotorsportReg where you sign up for events and, if you wish, track insurance.

### **Preparation for VIR DE**

- Signed up for the event and received confirmation of acceptance for the event.
- Reserved accommodations for Thursday through Sunday or Monday depending on whether or not you want to drive back home after three sessions on the track. I decided to stay until Monday.
- Obtained track insurance online from Lockton Motorsports.
- Got my brake fluid flushed and replaced with Motul 660 racing brake fluid.
- Replaced my standard brake pads with Pagid Yellow racing pads.

*Story and photos  
by Hank Allen*

- Got my 2012 Cayman S (987.2) a technical inspection at a local garage sponsored by PCA Potomac.
- Packed up my jack, torque wrench, tools and other recommended supplies and equipment.
- Packed my helmet, gloves, shoes, long and short sleeve T-shirts and trousers, my signed tech inspection sheet and PCA DE Log Book.

#### Travel down to VIR on Thursday

- There are two primary ways down to Danville: I-95 to Route 15 or I-66 to Route 29.
- Based on previous experience I chose 29 through Charlottesville. It was a bit longer but more pleasant and other than a heavy thunderstorm, without incident.

NASCAR Bend (Turn 3). Cars exit that turn and use all of the track and more before a sharp Left Hook (4-5). This is the beginning of the Snake (5a-6-6a) that is really a full speed straight. That leads up the hill through the Esses (7-8-9) where a steady speed must be maintained. Speed must be increased uphill before a tap on the brakes at the blind South Bend (Turn 10) and accelerating as you track out down hill and brake hard at Oak Tree. Keeping good speed through the double apex Oaktree (11-12) is critical to carrying speed downhill on the long back straight then back over the hill before braking hard and turning into the apex at Turn 14. The back straight is 4000 feet/1219.2 meters. It leads downhill into the Roller Coaster (Turns 14-14a-15-16). Maintaining speed through the Hog Pen (17-17a) allows for passing opportunities on the front straight. Missing that turn at speed may launch the car all the way to the tire wall. There is a slightly uphill "kink" (Turn 18) right after the start-finish line that must be taken on the correct line, without lifting, or risk unsettling the car and going off track left.

#### Day 1 – Learning the Track

After breakfast at the hotel, I arrived at the track and unloaded my car of all un-necessary items. I removed my floor mats and emptied the trunks. The mandatory technical inspections for those requiring one were provided from 7:00 to 7:45.

At 8:00 the DE organizers conducted the mandatory driver's meeting, where safety is stressed, track rules elaborated upon and track flags reviewed. After the meeting we (Green and Blue Groups) were paired up with our instructor. Mine was from another region. He had trailered his Lotus 2-Eleven Roadster from Ohio.

Although I had attended an IMSA race at VIR and done a few "parade laps", I took three orientation laps to get my first real look at this long and very technical track. This provided an opportunity to identify the location of the manned-flag stations. I would have preferred to be a passenger with my instructor driving so that I could see the line and concentrate on looking at the track.

I returned to the paddock and headed to the 8:30 Blue Group driver's meeting. The meeting was chaired by Carson Soule and Nader Fotouhi. They provided addition safety guidance and an excellent turn by turn description of how to negotiate the circuit and cautionary tales about danger points on the track. They each had their own line, that overlapped in several



- Checked-in to the Sleep Inn hotel across from the Danville Airport. Several other PCA members were also there.
- Track was accessible at 6 PM. I drove there to time the route and see the paddock layout.
- Thanks to PCA volunteers, I got my car tech inspected. That would save time on Friday morning.
- That evening I studied the track and watched YouTube videos of previous track days.
- After a light supper it was time to get a full night's sleep.
- Friday track day starts at 7AM with a technical inspection of your car to ensure it is ready for the rigors of three 30-minute track session.
- Make sure you have water and your favorite snacks for the next day.

The Track Full Course at VIR is 3.27 miles. Pit entrance, the start finish line and pit exit are on the front straight. The front straightaway is 3000 feet/914.5 meters. It leads into the Horseshoe (Turn 1 and 2) into



turns. When they disagreed, it made for a good discussion. After many questions from the drivers it was time to end the meeting and get our cars a final check for proper tire pressure, tire wear and fluid levels. I lowered my street tire pressure by five pounds; properly torqued lug nuts; checked oil level, brake pad thickness and; visually inspected for leaks and other possible deficiencies.

Because our group was not going out on track until 10:30, there was time to volunteer to help inspect cars of the Red and Black groups as they arrived on the grid prior to their sessions. The check at grid consists of: ensuring the driver and/or passenger are authorized to be in the session; checking hoods and trunk are closed; helmets chin straps as fastened; HANS devices are secure; belts are tight and; there are no loose harnesses or equipment. They are then released by a thumbs up to the Grid Marshal, Pat Kautnitz, who sends them to the steward at pit out.

After the Black Run group was on its way, it was time to get back to my car. I drove to my instructor's garage to pick him up 10 minutes prior to my run group. He came in from his session, quickly transitioned to my car and got settled. This included getting the communication earphones working to arrive five minutes before the start of my session.

We conduct my track session with initial instructor input, watching the marshals in the flagger stands and giving passing "point-bys" to faster cars and drivers. At the end of the session my instructor debriefed me and provided guidance on how to improve. Bottom line was be smoother and more consistent!

Being relatively new to DE and this being my first track day in the Blue Group and at VIR, I had much to learn. It was time for lunch and further discussions about driving line, brake points, apexes, tracking-out, passing and "competition" on the track. There were two more 30-minute sessions in the afternoon for all groups except White. After some grid work I conducted my second and third sessions with more confidence and moderate improvement. After the Green Group finished its run and the track went cold, it was time for happy hour in the garage area. This is a good way to end the day with camaraderie, snacks, and relaxation. Later several drivers repaired to the Oak Tree Tavern and Connie's Pub. They both provide a combination Colonial Period atmosphere mixed with racing art, photographs and memorabilia. Connie's has pho-

tos of the legends who have raced there. The food was excellent as was the friendship. After a nice meal, I carefully drove back to my hotel. Leaving VIR you drive through Milton, North Carolina before crossing back north into Virginia. Thus, the advantage of lodging on VIR! Maybe next year.

## Day 2 – Improving, Being Smooth and Consistent

After what seemed like a short night, I arrived at the track, unloaded the car and had it tech inspected. I returned to the inspection garage to observe the process in view of volunteering to assist the tech team. It is a great opportunity to observe most of the cars and learn what to look for and what standards are re-



quired for brake pads, brake fluid levels and tires. The remainder of the day proceeded much like the first day. The Blue Group drivers' meeting was dedicated to a review of the previous day's sessions. Lessons relearned and reinforcement of proper actions to take under different conditions. The afternoon sessions were shortened due to the track being closed for lighting. It is obviously unsafe for the track marshals to remain in their towers. The senior marshal reopened the track as soon as it was safe. The last four groups were able to complete 20-minute session. In my second Blue Group session I improved, so I felt quite confident going into the third session. The first 10 minutes were good. In the final 10 minutes the bottom fell out. The track was getting slippery. The corners with tire rubber marbles were particularly slick. I had a couple of slides that I recovered from. However, as I approached Turn 3, a combination of hubris and heat fatigue may have caused me to not brake sufficiently. This caused me to put all four tires off between Turn 3 and 4. This the area that IMSA drivers rou-

tinely put at least two wheels on the other side of the gators (curbs). That type of behavior is not tolerated in this establishment, nor should it be. I controlled the car and checked my mirrors. I was safely off the track. I signaled to the marshal at the flag station that I was alright. Once the track was clear, he gave me the go-ahead to return to the track. I eased onto the track and drove around the circuit and entered pit row for a mandatory stop after a "four wheels off" event. I stopped at the Chief Steward. He asked me to explain what happened. I seriously but somewhat sheepishly explained the event. Meanwhile a marshal was checking the undercarriage of my car for damage. Once the Steward was satisfied with my answer he asked if I was alright and sent me back out for what turned out to be one more lap. Since there was no damage and I had followed the proper procedures, it was a teachable moment. Do not be overconfident, be consistent,



adapt your driving to track conditions and watch out for heat exhaustion. The grip on the track was affected by the heat and the amount of marbles in the corners. Street tire adhesion was significantly reduced toward the end of each run. It was disappointing to end the day in that manner, but it was great experience and provided multiple lessons learned.

We ended the day with another fine meal. After that Kurt Leta and I returned to the garages to work on trouble shooting why his 30-year old Porsche 944 was overheating. He had bought a garden hose that he used to flush the radiator and engine. He then determined that his electric fans were not operational due to a blown fuse. It later turned out that the switch that turns them on was also broken. Tony Pagonis helped him direct wire the fans. Unfortunately, in the morning Kurt determined that his alternator was not providing electricity to the engine or battery. This ended his final day of DE. This will not slow him down. He

has rebuilt his 944's engine in his garage. Replacing an alternator will be a piece of cake! I provide this vignette to show the atmosphere in PCA Potomac and DE. Members are always willing to help. Kurt has helped others many times. That is what the Club is all about.

### **Day 3 – Staying Safe, Remember You Must Drive Home in This Car!**

On Sunday morning after the tech inspection and drivers meeting it was time to help check cars on the grid. The morning was pleasantly cool and overcast. That did not last, it was back up to 100 degrees by noon. I showed improvement in my morning session which was not difficult considering my last session. After that session my instructor asked if I felt confident enough to drive solo for the last two sessions. I told him I was and would appreciate soloing in the second session to allow him to observe. If he was satisfied with my driving I would solo again in the final session. When one solos, the pressure is reduced. The instructor's words are in your head as you approach a turn, but you are better able to concentrate. I had a good run, received a debrief from my instructor and was cleared to solo in the final session. The final run was great fun. There was some passing and plenty of being passed. After the Blue Group finished our session, we parked our cars, conducted the required checks and gathered along the pit wall to welcome the Green Group after their final session. I always appreciated that when I was in Green, so it was good to return the favor. The only thing left to do was thank the marshals, the PCA Potomac DE organizers and our fellow drivers. Some drivers were heading directly home. I decided to spend one more night in Danville.

### **Final Thoughts**

On Monday morning it was time to drive back to Alexandria. Traffic on Route 29 was light all the way to Warrenton. The weather was great and the scenery enjoyable. It was a very well organized weekend of safe, fun driving with a great group of people. I have already put this DE in my calendar for next year. VIR is a challenging track that deserves to be on every Porsche owners list. If not for a High-Performance Driver Education event, the August IMSA Weather Tech Sportscar Championship race is a great way to enjoy VIR and see some great racing.

Thanks to the DE Co-chairs, Chief Instructors, Safety Chair, Instructors, Stewards, Tech Inspectors and Social Chair who made this DE at Virginia International Raceway possible. ■





# Another Successful Rally Season comes to an End

Anyone who was awake during September may have noticed it was a rather soggy Month. Our final rally of the year was scheduled for Saturday Sept 29, with a drive through the back roads and farms of Carroll and Frederick Counties in Maryland. The route we planned was particularly challenging but was NOT compatible with slippery roads. Finally Mother Nature smiled down on us and graced us with a beautiful, clear sunny day for our rally.

Titled "Barns and Bridges", teams were given two pages of eight pictures, one page of red and white barns and the other of bridges they would be driving over (or through, for the covered bridges). The challenge was to locate the items in the photos and place them within the driving instructions where they were seen. Bridges should have been the easiest, with barns a bit more challenging as there were probably well over 50 barns along the route, and drivers and navigators only had to identify eight. Of course, in order to not make it so easy that every team come in with a perfect score, I included 2 pictures of the same bridge! That turned out to be the factor that separated the pros from the amateurs,

We met in Mt. Airy MD for a brief drivers' meeting before sending the teams off on their adventure. The entire drive was almost 70 miles, ending at the Shamrock Restaurant in Thurmont MD. While everyone

enjoyed a 3-course lunch and socialized with fellow drivers and navigators, the scores were tallied.

There were 3 teams that came in with perfect scores: the team driven by Carlos Alverenga in his Macan had 4 people, so they were put in a separate category of "2+", meaning they had extra eyes on-board. The other two teams were Ellen Beck/Bob Gutjahr, and Team Shark (aka Todd and Sandy Minners). A tiebreaker was needed to determine first and second place, and as usual we had a plan in case of such a scenario. Each team had received a sealed envelope at the beginning. Each contained a playing card, and to make it fair, a random participant was asked "high or low". He picked high, so high card would win. But when the teams opened their envelopes, they BOTH had a four! So we had to take 2 other random envelopes and let them pick which they wanted. Ellen chose one and opened it to a King, but then Todd opened his to the Ace of Spades! We had a winner! Third place was awarded to the team of Art and Carroll Orton, who participate in almost every rally and had never before won. Congrats to all!

We probably have the most vibrant rally program in the country. Special thanks to all the people who have supported our program over the last nine years. See you in 2019!

*Story and photos  
by Linda Davidson*

# 2019 Executive Committee Elections

2019 PCA Potomac Elections will take place following the Annual Meeting on Saturday, December 1, 2018 at 10:00 a.m. at the Sheraton Reston Hotel. Please register at [msreg.com/2019Elections](http://msreg.com/2019Elections)

In accordance with the PCA Potomac's Bylaws, the 2019 executive officers will be elected by the membership on Saturday, December 1st, 2018 at the Annual Membership Meeting, being held at Sheraton Reston Hotel (location: 11810 Sunrise Valley Drive, Reston, VA 20191).

The 2019 officer candidates, proposed by the club's Nominating Committee, are presented below. If you would like to nominate an additional candidate pursuant to the Potomac Bylaws, please submit your candidate, along with the endorsement of five active Potomac members, to the Nominating Committee Chair, Mia Walsh ([vicepresident@pcapotomac.org](mailto:vicepresident@pcapotomac.org)), by November 3rd.

Your vote is important to PCA Potomac. As a result, Potomac is providing two ways to vote this year: (a) electronically via mail-in ballot via email or (b) in person at the annual meeting. Details regarding voting and the mail-in ballot will be posted on our website and sent out in an e-Blast on or before November 13th.

For President: Mia Walsh  
For Vice President: Gary Baker  
For Treasurer: Stephen Kiraly  
For Secretary: Ken Larson

For Past President: David Dean

TO REGISTER FOR THE ANNUAL MEETING AND ELECTIONS, PLEASE GO TO:  
[msreg.com/2019Elections](http://msreg.com/2019Elections)

Continental breakfast will be provided at no charge to members and their guests. Registration is REQUIRED.

## MIA WALSH, PRESIDENT

Mia Potthast Walsh has been in the Porsche Club since 2008, along with her husband, Brian. During this time, she has served as the Social Chair, the Member-

ship Director, the Volunteer Coordinator for the Potomac Club Race, Secretary from 2014-2016, and Vice President from 2016-2018.

Her passion in PCA Potomac is participating in the Drivers' Education and Club Racing events, both as a racer in GTB1 class, and as a driver and instructor for DE's. She enjoys the weekends at the track with her husband, who, in turn, enjoys frequently passing her on the circuit. They have two daughters, Kate & Sara, who also enjoy driving the automatic Porsches in the family. #Sportscar-Together

## GARY BAKER, VICE PRESIDENT

Gary Baker was born in Stuttgart, Germany, and spent his first 16 years there. He is fluent in German. His affection to Porsche began at a young age when he saw his parents buy a 1979 front engine 928 at the age of 10. Gary owned this car for many decades and just recently sold it to an avid Porsche enthusiast in Florida. Gary has owned a 928, a 996 and currently has a Cayenne and 991.



Gary first joined PCA in 2008 as a member of the Potomac, The Founders Region and is now celebrating his 10th year anniversary. He has served as the club's Secretary; Autocross Chair; a Nationally Certified High Performance Driver Education (DE) Instructor; and Club Race Chair. Gary is running for Vice-President.

## STEPHEN KIRALY, TREASURER

Stephen Kiraly has been a member of PCA Potomac since 2012 when he purchased his first Porsche, a 2006 997 Cabriolet. Since then, he and his wife, Debra, have become involved in the many Potomac events that give our club such a good name.

Stephen joined the fall High Performance Driving Clinic shortly after the purchase of his car and thus began the "slippery slope". He since has purchased a 2002 Boxster S for the track and then a 2009 Cayman S track car with an enclosed trailer and a pickup truck to pull it. Stephen became a DE instructor in 2016,







as well as serving as our official Track Steward the same year.

Stephen and Debra have participated in many social and Drive and Stay trips and Debra has also been actively volunteering for our social events and Club Race. In his non-Porsche time, Stephen is a CPA, CFF.

#### **KEN LARSON, SECRETARY**

Ken Larson was raised in Portland, Oregon, until the age of 16, until he moved to Northern Virginia with his wife. Ken became a full member of the Porsche Club in 2014 and immediately participated in



his first High Performance Driving Clinic. Ken won Enthusiast of the Year in 2017, after actively participating in Autocross, Drivers' Education, Drive and Dines, Rally and Social events.

Ken became a DE Instructor in 2016 and has served at the Tech Chair for DE and also for Autocross and has volunteered significantly for Potomac's Club Race. Ken is a winning P2 Autocross driver in his 1998 Targa and has most recently moved to a 1995 air-cooled 911. In his "real" life, Ken has been teaching elementary school for 20 years.

#### **DAVID DEAN, PAST PRESIDENT**

David Dean joined PCA in 2003 following the purchase of his first Porsche – a 2003 Boxster S that he and his son picked up in Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping and a long, six week wait for the next drive. In 2004, he attended Potomac's September High Performance Driving Clinic and was hooked for life. Before his first Driver's Education event in 2005, David became the proud owner of his second Porsche,

a 1979 911 SC prepared for the track. David became a DE instructor in 2010. In 2011, he started Club Racing and is an active racer throughout the Porsche Club Racing circuit. His wife, Clare, is an active spectator and fan of her husband and shares his love of Porsches and being at the race track supporting him and hosting his friends at the camper.

David received his degree in accounting from West Virginia University in 1986 and is a Certified Public Accountant licensed in Virginia. He is a Managing Member of Fitzwater and Dean, PLC, an accounting and advisory firm in Woodbridge, Virginia.

David has served as Potomac's Treasurer, Vice President and President. He is looking forward to his role as Past-President and serving as an advisor to the incoming Executive Board.





**Experience performance with confidence.**

THE ULTIMATE CHOICE FOR PEOPLE WHO KNOW PERFORMANCE



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



**MICHELIN**

Performance Sport

**Michelin® Pilot® Sport PS2™**

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

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

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

**Radial Tire Company**

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

Please call for Directions  
[www.RadialTire.com](http://www.RadialTire.com)



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



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

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

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



PLLC

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





# Dreams Fulfilled

At 14 cars were an interest for me second to dirt bikes. At 17 the interest became more complicated with the purchase of my 1972 MGB. I quickly fell in love with the B only to find that it was dangerous to love a car when I also had to maintain it. Maintaining a car for fun is one thing but maintaining a car yourself out of financial necessity can create a more strained relationship. I recall changing a wheel bearing in the parking lot of my apartment while 35 degree rain saturated my clothing and my hands felt like they were going to freeze to the wrenches. At those times I reminded myself that the B was just a machine. Cold comfort indeed. But the spirit of motorsport was always lurking. Before long the B had new Pirelli P6 tires that I was able to buy on sale because they were blemished. Tires really do make a huge difference in performance. Clutch replacements and engine rebuilds followed with a little help from a friend. Larger bore SU carbs off a 6 cylinder Volvo, electronic ignition and Koni shocks rounded out the list of mods over the years.

Then one year in college a friend offered paddock passes to the Camel GT at Watkins Glen. If I wasn't already hooked, that race did it. I came away from that race with an aspirational brass Porsche keychain that I still have. Financial struggles and life mostly

put cars on hold until my 50th birthday when I purchased a 2008 Porsche Boxster S. That car has been a joy to drive on a daily basis and in the occasional autocross and DE. I think I've decided it's okay to love my Boxster now that I don't have to worry too much if it breaks. That was a comfort until I started taking it to the track and all of a sudden my concern about breaking returned. I knew the stresses I was putting on the car were considerably greater than normal driving and I fretted over every noise, vibration and odor.

Wanting to become a better driver and without a lot of free time, I looked into racing schools and decided to take a 3 day course with Bertil Roos. For those of you who don't know about them they are one of a few schools whose 5 day road racing course meets SCCA and NASA requirements for a full competition license. I was and continue to be impressed by the quality of Bertil Roos programs. Their instructors are top notch and for me that is the most important quality of any school. One of their instructors is a former F1 driver! They also have graduates participating in many different professional series. After completing their advanced road racing course I was allowed to participate in the 2018 Bertil Roos Race Series. In this, my rookie year, the race series had 8 race weekends and I participated in 4 of them. They are a

*Story and photos  
by Wendell Pope*

# GLASSJACOBSON

FINANCIAL GROUP



## For Porsche Drivers Who Expect The Best

Baltimore | Washington | Northern Virginia



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



Wealth  
Management

+



Tax  
Services

[www.glassjacobson.com](http://www.glassjacobson.com)

[michael.cohen@glassjacobson.com](mailto:michael.cohen@glassjacobson.com)

410-356-1000

## AUTO-THERAPY

Independent Service Facility for  
PORSCHE, BMW and AUDI automobiles



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

CALL TODAY TO SCHEDULE YOUR  
**FREE TRACK INSPECTION !**

**301-417-7111**

<http://www.autotherapy.net>

8027-A Snouffer School Road, Gaithersburg, MD

Hours: Monday – Friday 8am – 6pm

Transportation Available To/From Shady Grove Metro



PORSCHE  
Audi  
Volkswagen  
SPECIALISTS

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

30+ years Porsche experience  
20+ years racing experience

**STAN FOX**

8210 B. Cinder Bed Rd.  
Lorton, VA 22079  
5 minutes from Springfield Metro  
[www.rpm-performance.com](http://www.rpm-performance.com)

t: 703.550.8240  
f: 703.550.0069

[rpm@vacoxmail.com](mailto:rpm@vacoxmail.com)



pretty standard format with a practice day that includes a first round of qualifying, and a race day that includes a practice session, a second qualifying session and 2 races. As I expected I was a back marker qualifying and finishing in the back of all 8 of my races, but to say I have learned a lot is an understatement. Some of the other racers have been racing in this series for over 20 years. I finished the season 23rd out of 41 drivers in part because I completed most of my races. There is a saying in racing, to finish first, first you have to finish. It's true even if you finish last.

I love my Boxster and I will still take it to the PCA DEs and autocrosses! However, one of the wonderful things about this sort of arrive-and-drive training and racing is that I can let go of the mechanic in me and just enjoy the sport. I still try to take care of the race car, but I don't have to worry about every missed shift and spin. For me there is the added benefit of not having to deal with the overhead of transporting and maintaining a race car. The race cars are amazing too. They provide the most connected experience I had ever experienced with a car.

Bertil Roos headquarters is near Pocono Raceway in PA and several of their events are held there and at several other wonderful tracks within easy driving distance of our PCA region. And now Bertil Roos offers a new southern racing school and race series centered at Palm Beach International Raceway.





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



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

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



8040 Washington Blvd. Jessup, MD 20794

(410) 799-RACE (7223)

www.tpcracing.com

### PORSCHE OF SILVER SPRING



## We've got your back!

Proud supporter of the Porsche Club of America, Potomac Region

Porsche of Silver Spring  
3141 Automobile Blvd,  
Silver Spring, MD 20904  
[porscheofsilverspring.com](http://porscheofsilverspring.com)  
1-855-520-4880



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



## ASG Auto Sportsystems Group

SERVICE - REPAIR - HIGH PERFORMANCE  
2810-F Dorr Avenue Fairfax, VA 22031  
Tel: 703.876.2811 Fax: 703.876.9802  
[www.autosportsystems.net](http://www.autosportsystems.net)

PaoloRoman Design - 305.447.1781



# Winter Prep

We come to that time again. That time, as Porsche owners, we are faced with a decision. Do I keep my beloved Porsche automobile the fair-weather Garage Queen? Or do I free its practical German heritage by embracing the bad weather as well as the good? Soon we'll see the usual freezing rain, icy roads, and literal tons of salt on the asphalt, making us cringe as we think of what corrosion is instantly happening somewhere in the undercarriage.

The choice many of us make is to store the car away for the Winter. That's a fine choice, but be sure Dr. Ferdinand is laughing at you from beyond the grave. After all, he did proclaim "Our cars are meant to be driven, not polished".

Storing the car for winter means taking a few steps to make sure your storage is not actually detrimental to the car. First, clean the car thoroughly inside and out. You'll no doubt be putting a car cover on it (right?) so you don't want fine particles of dust or dirt behaving like sandpaper while between your car paint and the cover. Second, inflate your tires just a little more than usual. This will help avoid flat spots and tires lose a little pressure over time anyway. Third, think about draining the fuel or adding a fuel stabilizer. Fuel sitting anywhere for long periods begins to break down. Fourth, change the oil (and check other fluids while you're at it). Fifth, disconnect the battery (or use a trickle charger appropriate for your Porsche). Sixth and finally, cover carefully with your car cover and tuck her in for a long Winter's nap.

Now then. Are the Garage Queen readers gone and busy with all their steps? Ok, great. Now on to the fun stuff. Porsches are actually great all-weather cars. It's almost cheating with the Cayenne and Macan, but then of course you have the all-wheel drive Carrera 4 helping grab some traction, and even the standard 2-wheel drive variants do well because the weight of the car is mostly over the drive wheels. But still, that doesn't mean your Summer performance tires will help in any way shape or form.

If you will be driving your Porsche in the Winter, you really need to have Winter tires. This is not just about traction with a more aggressive tread on ice and slush. You may not know, but it's more about the type of rubber in the tire. Summer tires get hard below 40 degrees Fahrenheit. They can lose grip not because of ice or snow, but even on clean asphalt because of the hardness of the rubber.

Winter tires specifically retain a better grip at lower temperatures because of the rubber used. You can buy a set of tires and have them mounted every time you switch, or buy a whole set of tires and wheels together so you can just do it yourself in your own garage.

Driving in the Winter may mean some waterless washes are necessary to get the gunk and salt off. Google for "waterless wash" to find some solutions. I use a no-rinse solution that works well for me.

Another item to consider is your normal collection of tools may have to change in the Winter months. Keep a blanket, boots, gloves, extra food, and anything else you may need to survive a night in the car just in case.

I'm glad Porsche makes such practical sports cars. They can be enjoyed all year and we shouldn't be afraid of a little bad weather. Because hey, even a rainy or snowy day in a Porsche is a good day.

*Story and photo  
by Michael Sher-  
man*



## October 2018 new Potomac members

### New Members

Geoff Azaroff - 2013 911 Carrera Cabriolet - from Rockville

Michael Bell - 2018 911 Carrera GTS 4 Targa - from Reston

Ross Canton - 2015 Macan S - from Stafford

Lawrence Chou - 2013 Cayenne Turbo - from Bethesda

Stefan Cottle - 2018 718 Cayman S - from Vienna

Colin Donohue - 1987 944 Turbo - from Ashburn

Jake Groth - 2011 911 Turbo S Coupe - from Fairfax Station

Luis Hevia - 2019 911 Turbo S Coupe - from Stafford

Samuel Huang - 2012 Cayenne - from Falls Church

Karen Hynes - 2010 Boxster - from Bethesda - transfer from San Diego

Dawn Leaf - 2017 718 Boxster - from Silver Spring - transfer from Chesapeake

Rebecca Madvay - 2018 718 Cayman - from Ashburn

Sohail Malik - 2006 911 Carrera 4 Coupe - from Rockville

Johan Nye - 2014 Cayman - from Centreville

Wes Price - 2018 911 Carrera GTS 4 Targa - from Falls Church

Samuel Rettew - 2007 911 Carrera S Coupe - from Washington

John Rhee - 2018 Macan GTS - from Falls Church

Michael Scales - 2007 Boxster S - from Landover

Shane Sonneveldt - 1990 911 Carrera 4 Coupe - from Bethesda

Vince Vlasho - 2019 911 Carrera 4S Coupe - from Alexandria

Francis Watson - from Cardinal

Joseph Williams, Sr - 2004 911 Carrera 4S - from Centreville

## AUTOBAHN SERVICE, INC.

*porsche specialists*

*Over 1,200 cars serviced a year*

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

*24 Months Warranty*

*Quality Work with an  
Eye On Details*

*Free Transportation To  
and from Metro*

*30+ Years Experience*

[www.autobahnserviceinc.com](http://www.autobahnserviceinc.com)



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

## Stuttgart Performance Engineering

Porsche specialist service since 1970

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

[stuttgartperformanceengineering.com](http://stuttgartperformanceengineering.com)

Matt De Maria  
By appointment only

301.948.6762  
Gaithersburg MD

## Dulles Car Concierge

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

Sterling, VA

571-306-3972

[email@dullescarconcierge.com](mailto:email@dullescarconcierge.com)





## November 2018 Potomac anniversaries

### Anniversaries

#### 30 Years

Levator Norsworthy

#### 25 Years

Peter & Nancy Grenier

Steve Hunt

Henry & Patricia Sobel

#### 20 Years

George & Ellen Bierlin

Joseph Cerroni & Mark Copperthite

John & Julie Connolly

Peter & Benjamin Kaufman

Kenneth Nicolas

Wesley Nicolas

#### 15 Years

Melvin & Janelle Gamble

Michael Goldser & Marissa Goldser-Fishman

#### 10 Years

Charles & Maureen Keegan

Joey Solis

Earl Zastrow

#### 5 Years

Clark Barnes & Debbie Miller-Barnes

Barry Batchelor

Michael & Pat Kaunitz

David Mason

Edward & Grace Novak

Kurt & Debbie Weaver



## 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.

### Advertisers' index

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

# Readers and Their Cars

*Right: Lori Schutz, daughter of late Peter Schutz President and CEO of Porsche poses with the 1985 Speedster Prototype while wearing one of her Dad's famous ties. Photo by Charlene Truban.*

*Below: John & Charlene Truban receive their Best of Class Trophy from Brian Redman in their 1989 Baltic Blue 911 Speedster.*







Left: Kurt Leta troubleshoots his Porsche 944 in the cool of the night at the VIR DE.

Below: Katie's Cars and Coffee. Photo by Kevin Naughten.







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

*Photo by Charlene Truban.*

