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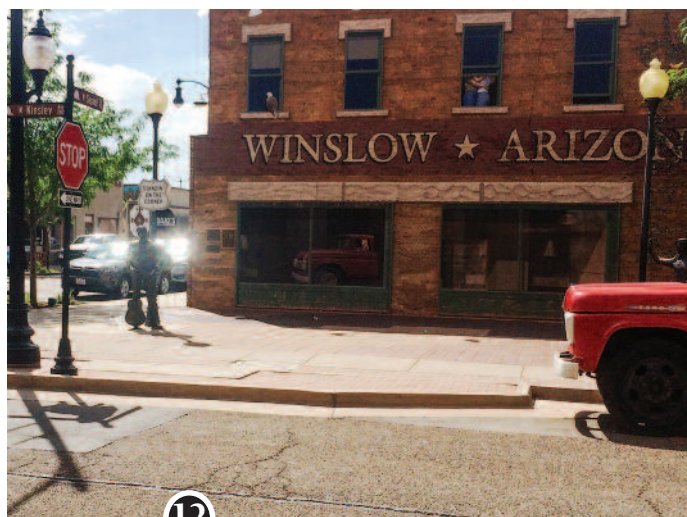
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Cover photo: The new Taycan. Photo by Sydney Butler.



## der Vorgänger

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**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)

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

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# More Time For Driving

It was a fateful afternoon in October 2013 when Richard Curtis, the previous *dV* editor, had a chat with me at a PCA event. He was looking for someone to take over the magazine, and I made the mistake of mentioning I thought it sounded interesting. I had never done layout, publishing, magazine production, or anything of the sort. I was a software developer. I guess designing and implementing web applications would be about the closest thing. But what I knew for sure was that I couldn't see the magazine end, and unfortunately that's what Richard was up against. He was retiring, and there was nobody to take over.

Well here I am 2112 pages and 66 issues later. *dV* has eleven issues a year (skipping January), each challenging in their unique ways. But the issues came out, mostly on time, and at the beginning of the month 2500 anachronistic bundles of printed and bound paper made their way to members around the area. What few people knew is even before they received the issue, the next one was already in progress.

It was great to hear that people thought I was doing a decent enough job carrying on Richard's good work. I hope you found the last six years of *dV* enjoyable. I worked hard to learn the ins and outs of a quirky Quark layout program. I had to figure out what bleed and registration meant. I really started to enjoy the



Glenn Cowan




Michael Sherman

look and feel of the magazine; getting the design right. Most of all I enjoyed living vicariously through everyone who sent in photos, articles, snippets, captions, and whatever else they felt like sharing to inform the rest of the club what was going on in our jam-packed months.

I cannot say enough about the wonderful support from Glenn Cowan as the publisher, herding the cats of contributors, and writing plenty himself! We had so many great writers and photographers that really made our lives easier: Tom Neel, Sydney Butler, Glenn Havinoviski, Hank Allen, Ken Marks, Charlene Truban, and so many others whose work you see each month in print. Without the content, *dV* cannot exist. So thank you for making my job easier, and to the point, even possible.

I had to make a tradeoff, however. With work and family consuming my time, a lot of free time was going towards the magazine production, and that meant I couldn't attend many actual PCA events! I was relegated to my basement office, living those autocross events through photos, and going on that Drive n' Dine through the words in a document.

So it's my moment to find more time for driving, and more time for club events in person. I can't wait to see more of you in 2020 as I attend as many events as I can. — Michael




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# Changes

This is not only PCA Potomac's last der Vorgänger of the year, but also the last of the decade. For the better part of this decade, our dedicated graphic designer, Michael Sherman, has been at the helm; and this, too, will be his last issue.

Though there are a lot of hands in the success of this magazine: the writers, the photographers, the advertisers, the editors, the publisher, the mailing house and of course, you, the readers – we must thank Michael for his vision, commitment and tireless volunteer work throughout his years of service. He has taken your words and pictures and put them together into this 32-page tantalizing publication, which our Potomac members so enjoy reading each month.

At the recent Zone 2 President's meeting in November, I polled the other 9 regions as to which ones publish "in print" a magazine like ours. Not surprisingly, we were the only one with this size, this color and this frequency; and all but two of us have gone to on-line only newsletters. As discussed at Open Board Meetings and within our Executive Committee, we strongly feel that this magazine is a tangible benefit to your membership. We have made the commitment to continue producing this magazine, despite the industry trends in print



Mia Walsh

media, and hope that you enjoy welcoming the PCA Potomac family into your home each month.

With the changes in leadership at der Vorgänger, we are taking the opportunity to move from a desktop version of Quark software to a multi-user on-line version of Adobe InDesign Creative Cloud. This will allow multiple users to work on the design of the magazine simultaneously, thus spreading the workload amongst several people. We are eager to add to our magazine graphics team and I personally invite you to join us in this new decade of our magazine. Please email me directly if you would like to work on the der Vorgänger team!

For now, Michael has generously agreed to stay and consult during our transition and I thank him for his willingness to help us leap into 2020! If you have enjoyed Michael's work over these years, please send him an email at [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org) to thank him as well!

I will miss him.

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**President:** Mia Walsh

[president@pcapotomac.org](mailto:president@pcapotomac.org)

**Vice president:** Gary Baker

[vicepresident@pcapotomac.org](mailto:vicepresident@pcapotomac.org)

**Treasurer:** Stephen Kiraly

[treasurer@pcapotomac.org](mailto:treasurer@pcapotomac.org)

**Secretary:** Ken Larson

[secretary@pcapotomac.org](mailto:secretary@pcapotomac.org)

**Past president:** David Dean

[pastpresident@pcapotomac.org](mailto:pastpresident@pcapotomac.org)

## Drivers' Education

**Drivers' Education Chairs:** Bob Mulligan, Susan Kimmitt

[dechair@pcapotomac.org](mailto:dechair@pcapotomac.org)

**Registrar:** Diane Sullenberger, Chris Mantzurianis

[deregistrar@pcapotomac.org](mailto:deregistrar@pcapotomac.org)

**Cashier:** Roger McLeod, Jr.

[decashier@pcapotomac.org](mailto:decashier@pcapotomac.org)

**Track coordinator:** Jay Smith

[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 Handel-

man

[tracksteward@pcapotomac.org](mailto:tracksteward@pcapotomac.org)



Mia Walsh



Gary Baker



Stephen Kiraly



Ken Larson



David Dean

## Programs

**Autocross:** Steve Bobbitt and Jeff Braun

[autocross@pcapotomac.org](mailto:autocross@pcapotomac.org)

**Drive & Dine:** Ken Harwood, Glenn Havinoviski

[driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org)

**Club Race:** Pat Kaunitz, Donna Amico

[clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org)

**Concours:** John Truban, Gary Sidell

[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:** Jason Savage

[social@pcapotomac.org](mailto:social@pcapotomac.org)

**Sponsor:** Scott Bresnahan

[sponsor@pcapotomac.org](mailto:sponsor@pcapotomac.org)

**Volunteer coordinator:** OPEN

[volunteers@pcapotomac.org](mailto:volunteers@pcapotomac.org)

**Zone 2 Rep:** Rose Ann Novotnak

[zone2rep@pcapotomac.org](mailto:zone2rep@pcapotomac.org)

**Webmasters:** Ken Harwood, Ron Flax

[webmaster@pcapotomac.org](mailto:webmaster@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)

## Model Experts

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

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

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

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# Potomac's 2019 calendar

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



## December

- 7 Potomac's First Saturday Brunch, City Grille, Manassas, 11am-1pm
- 7 Open board meeting
- 14 Potomac's Holiday Party, Toro Toro, DC, 6pm
- 21 Potomac's Maryland Brunch, Irish Inn, Glen Echo, 11am-1pm



### PCA Potomac Holiday Party

Saturday, December 14, 2019 - 6 p.m. 'til whenever

Toro Toro

1300 I St NW, Washington, DC 20005

For more information and registration, see:  
[msreg.com/PCAP2019Holiday](http://msreg.com/PCAP2019Holiday)

## Cars & Coffee

### Hunt Valley, MD

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

### Burtonsville, MD

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

### Great Falls, VA

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

### Dulles, VA

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

### Leesburg, VA

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

### Winchester, VA

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

### Bethesda, MD

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

## Potomac Monthly Brunches

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

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

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





# The New Taycan Porsche Electrifies its World — and Yours

Story and photos  
by Sydney Butler

*"Come gather 'round, people  
Wherever you roam, and admit that the waters  
Around you have grown...  
And accept it that soon you'll be drenched to the bone...  
For the times they are a-changin'" -Bob Dylan, 1963*

## Frankfurt Auto Show, September 2019

Dylan wrote this "protest anthem" in early 1963. He was all of 22 years old, and dreamed of capturing the mood of his generation. He had no clue of the truly cataclysmic changes to come. President Kennedy would be assassinated just months later, followed by Martin Luther King and Bobby Kennedy in 1968, the impeachment and resignation of Richard Nixon in 1974, and the deaths of some 53,000 Americans before the Vietnam War ended with the fall of Saigon in 1975.

During that same year of 1963, something else would unknowingly predict enormous change—this time in the world of performance sports cars. The first 911 was introduced at the 1963 Frankfurt Auto Show (IAA). Up until then, Porsche had existed on the sales and success of the 356 and its four cylinder racing derivatives. But Porsche changed all of that with a new flat six that would alter the company's brand and trajectory forever. That first 911 would morph into hundreds of new models, thousands of racing victories, and a revered and continuing place at the highest levels of performance sports cars.

Dylan and that first 911 floated in my mind as I watched the new Taycan debut at that same Frankfurt Show 56 years later. Was I seeing the 2019 equivalent of that original catalyst? Were dynamic changes to come in my Porsche world, in the entire automobile world? Would those changes affect my interests, my passion?

Having reflected on these questions since the show, I can state that the answer is YES to all of the above. The all electric Taycan—like the original 911—is a harbinger of change that will affect Porsche, its followers, and the performance car industry for many years to come. Its design—though with clear incorporation of 911 and Panamera cues—is so unique that it will

likely lead, not follow, other model designs.

Now those are sweeping conclusions, and of course the rationales that follow are my personal opinions. With that disclaimer, here we go:

## The Design

At first impression, the Carmine Red, Gentian Blue and Metallic White Taycans on display in Frankfurt struck me as modern 911s. Bigger yes, but the same front hood appearance, the low aggressive stance, the sloping roof line, the rear section with the now familiar horizontal light strip.

But the front light treatment, with the vent openings "dripping" down into the air intakes, is so different that it challenges the appeal of the iconic oval front light treatment so recognizable as a 911 characteristic. I couldn't help thinking that the current 992 light appearance looked "instantly old." As more and more Taycans appear on the roads, Porsche designers will—in my view—have to adjust to the Taycan's new signature, not the other way around.

And that's just the effect of Taycan's exterior design. Its interior is so different, so modern, so stark but sleek, so minimalist but appealing, that to my eye it makes even the new 992 interior look "busy and complicated". The ignition key lock is a touch button, the instrument cluster lies borderless in a floating curved display console, the gear shifter is a half-finger sized toggle switch, and the other features of the new Advanced Cockpit configuration resemble those of today's most advanced mobile phones. I'd call it modernist luxury, crafted exquisitely.

## The Performance

Readers have no doubt already seen the media reviews demonstrating the incredible acceleration of the Taycan Turbo and Turbo S models. Mid-2 second propulsion to 60mph, peak torque throughout the explosive trip to over 160mph, the low center of gravity enabling 992-type handling, the lowest drag coefficient of any Porsche model. And in true Porsche fashion, the engineering focus is on the qualities of an all





around high performance sports car, comfortable for daily commuting yet supremely engineered for spirited driving on challenging roads.

### The Tesla versus Taycan Non-Comparison

There is a lot of comparison blather about Taycan versus Tesla in the “Battle of the High Performance EVs”. Seems like every media review or car forum compares the straight line acceleration times, with each “camp” claiming superiority.

Don’t fall for it. Both manufacturers produce high quality cars, providing different choices for different markets. In Frankfurt I spent considerable time with senior engineers and marketing representatives. Their view? Porsche is focusing on making the best EV sports car, not on “beating Tesla”. These representatives were happy to acknowledge Tesla’s accomplishments, one saying candidly “the Taycan would not have been produced were it not for Tesla’s successful pioneering into the EV market.” If Porsche doesn’t take sides, why should we?

### The E-Mobility Future

So you say, “Okay, Porsche has a new EV, and I see Tesla’s every day. But I still like the convenience, sound and feel of my combustion-engine Porsche, and will leave the EV stuff to the “eco” crowd”. Besides, the so-called EV revolution is going to take a long, long time, and I will just wait and see what happens.”

Weill, let’s just look at just how fast EV and Porsche “times are a changin”. Major cities like Los Angeles,

New York and Boston are seriously considering setting aside large areas for EVs only. Worldwide emission regulations are intensifying, and Porsche is responding by expending 6 billion dollars on E-Mobility by 2025. The market is excited—there are over 20,000 pre-orders for Taycans—that’s only slightly less than the total number of current model Macans sold during all of 2018! The all-electric Macan will arrive in 2021, and is expected to completely replace its combustion engine models by 2025. And racing? Porsche has left the highest international racing levels of the World Endurance Championship series to enter Formula E in 2020.

Even more striking are the recent statements by Porsche CEO Oliver Blume:

“By 2020, we predict that every second Porsche will have an electric drive. After that, electric vehicles will dominate. The combustion engine will still exist... but in the long run electric drive systems will gradually displace combustion engines. That’s why we are... fundamentally changing our business model from that of a traditional automobile manufacturer to a modern, highly innovative mobility provider.”

Those are absolutely astonishing statements. Porsche, our manufacturer of true sports cars—is changing into a “mobility provider”? The times are surely “a changin”. But you can bet that Porsche will lead and stay true to its performance and racing values, and give us the most modern, best performing, and most satisfying product—just set now in a rapidly changing world.





# Bucket List Trip

Story and photos  
by Dennis  
Howard

Things happen during life when you say “I would like to do this or go there” and you just can’t work it out to do it. 47 years ago, two buddies and I had continuously talked about driving cross country after graduating from high school. But first you had to own a car - growing up in a middle class Baltimore City household meant no car was given to you for graduation - so we had to buy our own cars which meant going to work for the summer to pay for them before going off to college.

So the trip never happened.

After saving for eight years, I bought my first Porsche – a 1968 911L, thus finally fulfilling my goal of owning a Porsche before I was 31 years old. I joined the Chesapeake Region of the Porsche Club and soon got hooked on Driver’s Ed which then led to participating in the Porsche Club Racing program.

The early years in Drivers Ed meant doing all of the

Potomac Region Drivers Ed events plus three or four other regions’ events up and down the East Coast. As the track count started to add up, so did the list of those tracks I really wanted to drive.

After a few years of Club Racing I started helping out at Potomac’s Club Races so I wound up being in charge of the grid for about ten years instead of racing. One day the Possibility of forming a Vintage Group Class came up in a conversation after a Potomac Club Race weekend, helped no doubt by few beers. I decided to start competing again with my old SC in the Vintage Class VO.

The Vintage Group events grew from one race the first year back in 2016 at my home track, Summit Point to now, three years later, seven races this year, including two of my bucket list tracks: Laguna Seca in July and Daytona in October. What the heck, all three kids have been through college, so no more tuition to pay, two out of three are now married and number





three will be in a few years, and nobody's pregnant. It's now or never.

Discussions began on what each of us, my wife Terrie and I, would like to see as we traveled across the country and what friends we would like to visit. We decided that a southern route out along Route 40 and a middle route back using Route 70 worked out best. I budgeted 600 miles per day figuring if push came to shove, it could be done in four days to Carmel, California. I had signed up to do the test and tune on the Thursday before the three day club race, so I didn't have to be there until Wednesday night.

The first stop was our place near Charlestown, WV on Thursday night, to get away from the morning rush hour through Frederick, MD. We got on the road at 7 am and then stopped in to visit friends near Knoxville, TN (Friday afternoon). Back on

the road at 7 am again (Saturday) to head for Fort Smith AK.

I wanted to stop at some Route 66 points of interest so we visited a Route 66 museum, the Cadillac Ranch, and the WigWam Motel. Terrie's wish list stops included "the corner" in Winslow, AZ (from the Eagle's song) and the Grand Canyon.

Heading south from the Grand Canyon we stopped at a small gas station sitting all by itself called Blackwell's Corner in Lost Hills, CA. Lo and behold it ended up being the last stop of James Dean - spooky if you think about it, here I was also driving to Salinas with a Porsche. We stopped at the intersection where the crash happened as well as a bit further up the road to the monument they erected there.

Laguna Seca was all I had hoped it would be, although it was a lot more technical than I had thought. I had a great time driving the track for four days as well as meeting some very nice people. Every evening we would sightsee then dine out, including a Mexican restaurant that was so interesting I could have stayed another 2 hours just looking at all the signed pictures and automobile memorabilia.

We also experienced Rocky Point Restaurant on Route 1 (Ocean Highway), Carmel's Fisherman's Wharf, and Clint Eastwood's Mission Ranch Restaurant.

Sunday afternoon after the final vintage race, I had handed out the trophies, we said our good byes and then headed to Las Vegas to see the sights. We slept in a little the next morning then headed to Zion National Park and Bryce Canyon.

Then bright and early the next day we drove the rest of the way through Utah and stopped in to see John and Suzanne Cochran's new house outside Colorado Springs and stayed two nights. They gave us the 50 cent tour of interesting spots nearby which included the Broadmoor Resort where the 1966 Parade was held, the Pikes Peak Museum and Manitou Cliff Dwellings. A drive up Pikes Pike was suggested but I had driven up it back in the late 90's when we were in Colorado participating in the Steamboat Parade in 1998.

Thursday morning we said our goodbyes and headed east. Trust me - Kansas is flat and boring. Six hours of sheer driving tedium. But one of the best things about a drive like this is that we had very few planned stops. Every now and then things appear that







you didn't know existed, like the Wizard of Oz Museum (OH MY!!) in nowhere Kansas.

This was a classic deja vu from our honeymoon tour of New England where we accidentally found the Tom Thumb museum. I hate to admit it but the behind the scenes stories were interesting. On Friday we drove through Illinois and Indiana and spent the night in Springfield, Ohio.

The next day was Saturday morning so we headed on our short trip back home to Maryland. Only 6 more hours of driving!



Two more Club races this year are planned, Road America and Summit Point and then another bucket list track to do and scratch off my list, Daytona!



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# Fall & Foliage Tour: Virginia Edition

I love the four seasons. The band, the hotels and even Vivaldi's ubiquitous caller-on-hold music. Best of all, living in the Potomac region, I love the discrete seasons. Probably because we only had two seasons in Southern England; summer(ish) and winter(ish), and the transitions between were hard to spot.

There is something special about Fall. As Winnie the Poo put it, "It's a time of hot chocolaty mornings, toasty marshmallow evenings, and best of all, leaping into leaves!" My days of leaping into leaves have pretty much been replaced by leaping into the Porsche and exploring great roads, where the bright colors of Fall burst into view as you exit a bend, sparking a moment of Wow!

This experience is clearly shared among members. The Potomac Fall Drives have maintained their popularity over the years. Both Maryland and Virginia tours are always oversubscribed. For the lucky ones, who booked early to avoid disappointment, our Virginia group rustled in the Manassas parking lot for the first leg of three that ended at the Bavarian Chef restaurant in Madison, VA.

Larry Finkel, our Event Leader, briefed 45 smiling faces that had clearly benefited from the extra Daylight Saving hour. After we had re-enacted the historic Le Mans 24hr start, we headed out in two groups of 11, well-detailed Porsches.

The first leg of our tour had Front Royal in its sights, taking scenic routes through The Plains, Marshall and Delaplane. The first thing to notice was that Mother Nature had started the Fall process earlier this year. There were pockets of brightly colored foliage still attached to trees, but mostly, the deciduous leaves on show were those blown into the air by passing Porsches. The bare trees did however, allow the gorgeous blue sky to feature as a backdrop.

Blue skies in the Fall usually come with lower temperatures, but the convertible top-down rule, above 55° and/ or sunny, was in force based on the sunny component. Wind chill was a factor and my bride Sarah declared the NOAA category known as 'Sweater Weather.'

*Story and photos  
by Alan French*

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Back to Front Royal, our short stop allowed us to grab a hot drink and take our first opportunity to check out the cool collection of Porsches we had assembled. We had multi-colored Targas and Turbos, Carreras and Caymans, with Boxsters to boot. We had every decade represented from the 80's to modern day. The perfect Fall color award clearly went to the Klish Gulf Orange, 911 Carrera S Cab.

Larry and Beth, enjoying their newly acquired Cayman GTS, led us on the next leg of the tour, south along SR-522 with the Shenandoah National Park up to our right. In Flint Hill, we turned right towards Little Washington and on to Sperryville where we stopped at the Glassworks Gallery. On this weekend each November, the annual Rappahannock Fall Art Tour features demonstrations by local artists. Adam Stuedler treated us to a fascinating glassblowing demonstration.

The warmth of the glass kilns kept folks toasty during the demos, while the hardy Porschephiles exchanged factory build details and driving stories in the parking lot. While standing in the Thornton River like a fly-fisherman, trying to catch the perfect picture of our parked Porsches against the foliage and clear sky, I was reminded of my recent chat with George Whitmore and Fred Phelps, our Club Historians. The essence of the conversation was that Porsche people are precise people. Our cars aren't red, blue and orange, they're Guards Red, Lapis Blue and Gulf Orange. We don't own 911's, we have 997.2's, a '97 993, or a 991 GT2 RS (I wish). Our cars aren't just 'washed' before an event, they're 'detailed' and this was obvious through the camera lens, as I sought the perfect shot while river water started to seep into my size 12 Etna Blue shoes.

When it was time to saddle-up for the final leg to the restaurant, our two very capable Sweeper teams, John & Marylou in their Black 996 Turbo and Steve & Dory in their Rhodium Silver 718 Cayman, pulled off a planned but unrehearsed maneuver to facilitate everyone's exit from the busy lot.

We headed south, through Etlan to Madison. This chosen road is a treat with sweeping curves and undulations that you can either drive at constant ve-

locity, concentrating on road position and maintaining momentum, or tapping into the Porsche powers of stop and go. In fading light as the sun started to set behind Old Rag, our second group, led by yours truly, gradually caught group one, albeit with a Honda SUV in between. We now had... a convoy! Our in-car recital of C.W.McCall's hit song, Convoy, is still trucking in my head. Now what was the precise color of that microbus?

We reached the Bavarian Chef safely, just after dark. There aren't many restaurants in Virginia at which 45 people can turn up together and be seated and served effectively and efficiently from the standard menu. Alles ist in Ordnung meine Freunde!

I can't confirm or deny that significant portions of schnitzel, sausage and sauerkraut were consumed. Neither can I discuss which Oktoberfest beers were tested. You can try a subpoena, but I believe it's now customary to ignore them. What happens at the Bavarian, stays at the Bavarian.



# The Age of Car Collecting and Code

Story and photos  
by Tom Neel

A couple of weeks ago I was invited to Tom Cotter's Woody Party in Davidson, NC. As star of the popular YouTube based show "The Barn Find Hunter", sponsored by Hagerty Insurance, this was Tom's 21st year hosting his private party at his home. I arrived early in the morning and lent a hand in setting things up. There were very few cars there, but there was not just one, but two red AC Cobras in his garage, along with other goodies! It didn't take long for his other 250 guests to arrive in everything imaginable on four wheels.

During a short private moment with Tom, I asked him how barn finds happened and how frequently people amass or better put it, hoard, not only junkers, but often very valuable cars kept in horrible condition? In a sense he shared, it is a sort of a sickness. Not his exact words, but he felt it a compulsion by some to just have these things. Some of these people (frequently men) feel they are saving the cars from the crusher. Sometimes a couple of cars were sentimental. Sometimes they find a project car to fix up and find six more before they find time to even touch the first one, and sometimes they just go in search of old cars with no plan in sight.

Tom himself has more than a few, and I met guys there who are in the restoration business who, themselves have (in one case) a dozen personal projects

waiting to be restored. One guy I spoke with was in this position and I passed along some friendly advice: knowing your age and knowing the reality of the time it takes and that all of your projects are worthy ones, wouldn't it be best to pick three for you and sell the rest? You will likely be paid to restore them and have at least a chance to actually finish at least one or maybe all three you keep for yourself? He pondered my advice for about five seconds and acknowledged that honestly it made a lot of sense.

In Tom Cotter's case, with his public relations background and his many years as a writer and author, he has been able to turn his passion for cars into show business. Most cannot and often the cars they gather, sometimes a hundred of them in one place, end up suffering a slow death. Here's the thing though, our world is changing. When many of these cars were built we were still using leaded gas. Now we are using corn!

Hybridization and electric propulsion have already been with us for years. As we usher in not only a new year, but a new decade, the move away from the internal combustion engine (ICE) comes in waves of new vehicles, including from the likes of Porsche. While it will take years or maybe even decades to get ICE to fully melt, electricity is really heating things up!

I started working on Ferrari automobiles before anyone used the word exotic or honestly even the word classic. In my opinion, the seventies were the beginning of the collector car craze. When I tell people I could have purchased a 1962 GTO for fifteen grand, their jaws drop. But by the late 70s they were \$300K, by 1987 one sold for \$13M, and now they are three or four times that. Cars like this changed not only the collector world, they changed the restoration world. Cars are treated like artwork and their restorations, or in many cases, over-restorations, cost more than many great cars already restored! This has been an around-and-around we go wealth cycle of car ownership, where millionaires have become billionaires, and \$3,500 simple little Porsches of the past, have become \$300,000 untouchables and often un-driven sculptures of today.





There's an old saying that goes; "We aren't getting any younger." I've read that the average age of a Porsche 911 buyer is 52 and a Boxster buyer around 40. Well, Porsche has many models to choose from, but I'll speculate the real overall average age of ownership to be more like 60 or above. When you look at collecting though, I'll guess the age is even higher and many of the great collectors are pushing 80. In fact, while it's not 100% a trend yet, auctions for many collectable Porsches are showing real signs of slowing. I

don't think this has to do with money either, but rather age. Older people slow down on this sort of thing, and younger people, when finally armed with expendable income, buy the thing they always wanted when they were a kid. As this happens, many do not just relate to just old cars, but the old car they related to while in high school. That car they wanted when they were in high school but couldn't afford. So as collectors age, it's natural for them to collect newer aged cars overall.

This all brings me and my thoughts around to the future of collecting and those future classics. As we older guys and gals keep plugging away at Porsche ownership and even collecting, the future would-be owners and collectors are among us. A person born today will be turning 20 in 2040. One can only imagine what that time will look like, but by then I'll be 84 and if I'm lucky enough to be here, I also hope I'm lucky enough to be driving. This, as autonomous features also continue to develop. But if that 20 year old hopefully has a desire to drive and the world still lets him or her, will a 20 year old 992/911 (for example), with its over 100 million lines of code, still even be maintainable? Will its black boxes, just as all other computer systems, eventually become obsolete?

Let's give this some thought now. Early Engine Control Units (ECU), controlled things like electronic fuel injection and it went on from there. Today Control Units control everything, including a 992's flush mount door handles! If you come accross a barn find of any kind today, chances are you have a mechanical machine, with electric wiring, and little if any lines of code. Fairly easy to work on and get going. But will this be the case with a 20 or 30 year old 992, with its wet mode, navigation, camera based warning systems, adaptive cruise control, and night vision?



There was a time when one of the biggest automotive life cycle adjusters was rust. Today and in the future, I'm afraid it will be breaking the code of computer software obsolescence. I not sure I see cars of the future ever becoming barn finds. Instead, I see them being recycled and replaced, especially the EV ones. As the last of the baby boomers (born in 1964) hit 65, just nine years from now in 2029, those cars of the 80s they dreamed about will be about 45 years old. A 992 and the Taycan too, will already be 10 years old and at the Federal law limit requirement for part support. How long will they be willing to offer computer updates past this time? It will be interesting to see what that future brings. Maybe Porsche's new flying car will be available then to take our minds off of what might be found below in those old barns as we fly over them!





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# Petit Le Mans 2019

## *Porsche IMSA GTLM Champion for Third Time in Six Year; BamThor Win Driver Championship*

The 2019 Motul Petit Le Mans (PLM) would be a carefully managed operation for the Porsche GT Team 911 RSRs. Entering the race, the #912 led the IMSA WeatherTech SportsCar Championship (WSCC) by 12 points over its sister #911 car. Porsche only needed to start the race to win the manufacturers championship. This meant being careful not to crash in qualifying and finishing the race in seventh place or better for the #912.

In Grand Touring Le Mans (GTLM) Porsche had its two factory sponsored Coca-Cola liveried cars. The throwback livery paid homage to Bob Akin's legendary red and white Porsche 935 and 962. The #912 was piloted by Earl Bamber, Laurens Vanthoor and Mathieu Jaminet. Patrick Pilet, Nick Tandy and Fred Makowiecki drove #911. They needed to win the race, to the detriment of their sister car, to be declared champions. In GT Daytona (GTD) the #9 Pfaff Porsche 911 GT3R was driven by Porsche Cup Canadian Champions, Scott Hargrove and Zacharie Robichon. They were joined by Porsche factory driver Lars Kern, famous for his record-breaking Porsche performances on the Nordschleife. Their Porsche is best

known for its colorful "lumberjack" red and black plaid tartan color scheme. For PLM, they had a blue and yellow tartan instead.

As many observers have noted, there is now a preponderance of blue and yellow including track kerbs at Michelin Road Atlanta. Michelin has invested \$200 million in the raceway in conjunction with obtaining naming rights. A new five-story, 52,000 square foot tower and race control was dedicated over the weekend located 100 miles south of their US Headquarters in Greenville, SC. Improvements were also made to the track surface as demonstrated by the record lap times. The classic elements of the track remain: elevation change; the uphill esses; high speed corners and; chicanes.

While Tandy and Vanthoor were preparing for qualifying, Sebring 12 Hours winners Patrick Pilet and Fred Makowiecki and championship leader Earl Bamber and Mathieu Jaminet visited the Porsche Platz. They spoke about the significance of the Coca-Cola livery, the championship and their strategy. Fred and Mathieu discussed the role of the third driver: do not

*Story and photos  
by Hank Allen*



mess it up for your teammates!

The four racing classes are:

1. Daytona Prototype international (DPi) class with carbon fiber monocoque chassis, significant aerodynamic downforce, and are restricted to 600 hp generating a top speed of 200 mph

2. Le Mans Prototype 2 (LMP2) are carbon fiber ORECA 07, running a 550 hp Gibson 4-liter Normally Aspirated V8 engine with a top speed of 190 mph (sadly only two cars were present this year)

3. GTLM cars are restricted to 525 hp generating a top speed of 180 mph

4. GTD FIA GT3-spec cars resemble GTLM but have less downforce and are restricted to 500 hp and 175 mph.

The LMP2 and GTD classes have Professional-Amateur driver teams.

On Thursday and Friday, the support races included: Michelin Pilot Challenge for GT4s and Touring cars; Prototype Challenge for LMP3 cars and; the Porsche GT3 Cup Race. These races and their attendant practice and qualifying ensured there was activity on the track, in pit lane and the paddock from before sunrise into the night.

Starting this season at the Daytona 24 Hours, former television hosts Justin Bell and Tommy Kendall created The Torque Show, a live streaming enterprise that travelled to every IMSA round. Their moto is "Don't you know what we used to be?" They broadcast interviews, at least once a day, with series drivers, team principals and personalities via social media. Initially they used their trusty Airstream Travel Trailer as

the backdrop of the show at race locations. By the time they reached PLM, thanks to fan demand and Michelin and Motul sponsorship, they broadcast from a large tent complete with espresso bar and café tables. Because they are accomplished racers and excellent interviewers, they provide a behind the scenes look of all aspects of sports car racing. On Saturday morning #The Torque Show Motul Café, the guests included Chip Ganassi and PLM pole sitters.

On Friday afternoon the WSCC cars qualified. The often-criticized Balance of Performance (BOP) keeps competition within the classes and encourages manufacturers to participate. This was demonstrated by the top six qualifying times in GTLM being within half a second.

#62	James Calado, Ferrari 488 GTE	01:15.639
#24	Philipp Eng, BMW M8 GTE	01:15.784
#912	Laurens Vanthoor, Porsche 911 RSR,	01:15.84
#66	Joey Hand, Ford GT	01:15.856
#67	Richard Westbrook, Ford GT	01:15.967
#911	Nick Tandy, Porsche 911 RSR	01:16.037

Prior to the race, the grid was mobbed with fans and dignitaries when the Flag was parachuted in by Special Forces soldiers. The Corvette C7R, Ford GT and 911 RSR 17 were entering their last IMSA race. Corvette revealed its C8R and did parade laps once the grid was cleared.

At the start there was some light contact on the initial downhill approach to the start finish but everyone made in through. On the second lap Jon Bennett in his final race in the CORE Nissan DPi did a 360 coming over the hill at Turn 11 and pitted on lap 3. James Calado took an early 8-second lead on the #24 BMW. The #67 Ford passed Vanthoor, who was not taking any chances.





After the first pit stops and driver changes, Ferrari continued to lead the Ford with Makowiecki having moved #911 into third. In GTD, Zacharie Robichon got his 911 GT3R into fourth place. The first full course caution (FCC) was waved with 8:35 left, when #7 Castroneves DPi shunted Cassells #38 LMP2 into the wall in the esses. At 8:12 John Potter's #44 Lamborghini hit Parker Chase's #14 Lexus, sending both cars to the garage. At 5:28 Dirk Mueller took his #66 Ford into the tire wall at Turn 1 suffering little damage but losing two laps. Shortly thereafter, #86 Acura NSX lost power and retired. Two of its drivers, Trent Hindman and Mario Farnbacher, would win the GTD drivers title sitting in their garage!

With four hours left, Ford led Ferrari and BMW with Jaminet and Pilet closing. In GTD Kern had his #9 Porsche in second between BMW and Audi. The #5 Mustang Sampling DPi took the overall lead at 2:37. Timo Bernhard would get his #77 Mazda DPi into the lead with two hours remaining. GTLM and GTD remained stable during three hours of green flag running. The absence of adverse weather conditions and FCC did not allow changes in strategy.

There were no FCC from 4:42 to 30 minutes remaining. At the 30-minute mark, Vilander's #63 Ferrari undercut Katherine Legge's #57 Acura NSX in Turn 10 and ended up in the gravel. That shunt may have cost Acura the constructor's championship when it was passed by Bryan Seller's #48 Lamborghini. In GTD a battle ensued between Bill Auberlen's #96 BMW and Fraga's #33 AMG. Fraga ran out of fuel in the last lap giving Auberlen his 60th victory. This moved Audi to second and the plaid Porsche to third for an all-German podium. #5 DPi was leading when its left front rotor exploded and shredded the tire. This allowed Pipo Derani in its #31 sister car to take the lead. Pipo spun the #912 Porsche in the final lap. For-

tunately, Bamber was able to keep the sturdy Porsche on the track and finish fifth. Tandy was sixth.

### The Winners

#### DPi

#31 Felipe Nasr, Eric Curran, Pipo Derani; Whelen Engineering Racing; Cadillac DPi.

#10 Jordan Taylor, Matthieu Vaxiviere, Renger Van Der Zande; Konica Minolta, Cadillac DPi.

#7 Ricky Taylor, Helio Castroneves, Graham Rahal; Acura Team Penske; Acura DPi.

#### GTLM

#62 James Calado, Alessandro Pier Guidi, Daniel Serra; Risi Competizione; Ferrari 488 GTE.

#67 Ryan Briscoe, Richard Westbrook, Scott Dixon; Ford Chip Ganassi Racing; Ford GT.

#25 Tom Blomqvist, Connor De Phillippi, Colton Herta; BMW Team RLL; BMW M8 GTE.

#### GTD

#96 Bill Auberlen, Robby Foley, Dillon Machavern; BMW M6 GT3.

#29 Ricky Feller, Daniel Morad, Christopher Mies; Audi R8 LMS GT3.

#9 Scott Hargrove, Zacharie Robichon, Lars Kern; Porsche 911 GT3R.

After the race the Torque Show (#WhereChampionsHang) hosted most of the winning driver teams and 2019 IMSA champions. The tent was located adjacent to the winner's circle with fans gathering on one side of the tent while the other was filled with drivers, owners, managers and sponsors. The winning teams dropped by before or after their trophy presentations.

The IMSA WSCC Champions. In DPi, Dane Cameron and Juan Pablo Montoya won the Drivers title, Acura the Manufacturers and Acura Team Penske the Team. Matthew McMurtry and PR1 Mathiasen Motorsports won LMP2. In GTLM, Earl Bamber and Laurens Vanthoor won the Drivers' title, Porsche the Manufacturers' and Porsche GT Team, the Team Title. In GTD, Trent Hindman and Mario Farnbacher won the drivers title, Lamborghini the Constructors and Meyer Shank Racing the Team title. Next season is 100 days away. New Porsche 911RSR vs new Corvette C8R!

# Inaugural Boardwalk Reunion

Story and photos  
by Kevin Naugh-  
ten, Ellen Beck,  
and Bob Gutjahr

What do you call a new and exciting PCA event that saw over 300 Porsches cruising and hanging out on the Boardwalk at Ocean City, NJ on a gorgeous October 19th Saturday afternoon? Organizers Bob Gutjahr and Ellen Beck christened it the Inaugural Boardwalk Reunion, reprising their successful Porsche 356 Registry East Coast Holiday event from the year before and inviting all of PCA to participate. The event combined a cars and coffee on the Boardwalk with Tech Tactic - like seminars at the City's fabulous Music Pier. Porsche owners responded by turning out in droves, exceeding all expectations and generating quite a social media vibe in the Porsche community that should assure its continued success for years to come.

All aspects of the event were unique. Ocean City, "America's Greatest Family Resort", opened its doors and rolled out its red carpet to the hundreds of Porsches that visited over the course of the weekend. PCA Zones 1 and 2 collaborated to run the event along with the 356 Registry in a supporting role - the

first time this has ever happened. A robust advertising campaign headed up by PCA National Social Media Chair Maggie Goodman Garnett created a tremendous grassroots interest in the event that drew 300 Porsches on the Boards, another couple hundred in town to spectate and shop, and up to 1200 people all told enjoying a spectacularly crisp Fall day 'down the shore'.

PCA is fueled by Volunteers, and organizers were grateful for so many who donated their time during the day. They were out in force at the Ocean City Municipal Airport (registration and staging), the Boardwalk (parking and placement), and the Flanders Hotel to ensure the event ran as smoothly as possible. More than 30 volunteers assisted in the success of the event - some traveling from as far as Canada, Florida, New Mexico, Michigan, Pennsylvania, and Virginia.

The event kicked off with registration and staging at Ocean City's Municipal Airport at 8:30 AM. By 10:30 AM when registration closed for the driver's meeting, lines of Porsches stretched across the airport tarmac in

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preparation for the parade to the Boards. Like clockwork, the OCNJ Police Escort showed up at 11:00 AM, and so began the colorful procession of Porsches through Ocean City's streets. On-lookers took the time to wave and admire all of the pretty cars that had driven in from the Carolinas, Connecticut, DC, Delaware, Illinois, Michigan, Ohio, Maryland, New Jersey, New York, Pennsylvania, and Virginia.

Forty minutes later, all cars were safely parked along 1.3 miles of the Boardwalk with their owners free to roam the Boards and beaches. Some just hung out by their cars. Others attended the four tech sessions at the Music Pier, which included a seminar by Lee Raskin on James Dean's lost Speedster, a restoration class on early 911s and 356s by John Paterek, a tutorial on tool kits by Jerry Manna, and a Boxster 101 class by the Man Himself, Pedro Bonilla of Pedro's Boxster Board fame.

Ocean City's Music Pier was the Reunion's hub of all activity for the day. Besides the Tech Sessions, twelve 914s graced Boardwalk center stage in front of the Pier in recognition of that model's 50th Anniversary. Behind the 914s was a stunning display of new model Porsches and merchandise from presenting sponsor Porsche Cherry Hill. Supporting sponsor Hagerty Insurance commissioned original artwork combining a Porsche with a Boardwalk background for a unique mug given to all participants, and PCA added to the festival-like atmosphere with a tent for Boardwalk Reunion merchandise.

As the afternoon went on and the sun drew out the crowds, it looked like a summer's day on the Boardwalk. The special event flags that registrants had affixed to their cars flapped in the breeze, and people could be seen walking up and down the boards with their Reunion swag beach bags, filling them with purchases from all the businesses that had opened for the day.

At 4:00 PM, the Ocean City Police escorted all the Porsches off the Boardwalk, and many owners blinked their lights at the crowds waving them off at 5th Street. A cocktail hour and reception, featuring a scrolling video of Porsches on the Boards, awaited registrants at the historic Flanders Hotel, just off the Boardwalk on 11th Street. An iconic Hotel on the Jersey Shore, the Flanders was the HQ Hotel for the weekend and had excellent off-season rates and ample secure parking. Its open bar, delicious dinner buffet and DJ delighted participants, many of whom danced the night away.

The event blew people away and blew up PCA's Face Book pages. If you missed it this year, it will be back by popular demand. The Second Annual Boardwalk Reunion has been confirmed for Saturday, October 17, 2020 in Ocean City and will feature all Weissach and Anniversary Editions in honor of the 50th Anniversary of Porsche's first win at Le Mans.





# Road Trip! What a Great Adventure

Story and photos  
by Kevin Naugh-  
ten

**Day 1** - Fri October 19, 2019 – 911s First major road trip adventure begins.

My wife and I loaded our 1982 911sc Targa to the gills and set out from Reston Virginia for a long-day of driving and a ferry crossing. Our mission was to attend the first Porsche Club of America Boardwalk Reunion in Ocean City, New Jersey. This was the first long mileage multi-hour run for our 911 which has no power steering, anti-lock brakes, or air bags and has 288,000 miles of enjoyment – thank you Stuttgart! It does have a sweet 1990s Pioneer stereo, amplifier, woofer, and XM Sirius. Our 911 has made many 1 hour + runs to various PCA events and Summit Point, but not much farther or longer.

Our drive to Maryland's Eastern Shore was beautiful, dry, and sunny. The highlight was crossing over the spectacular Chesapeake Bay Bridge onto the Delmarva Peninsula. From the low sitting 911 we actually had a decent view of the Chesapeake Bay. For decades I have made this same road trip to Ocean City, Maryland and Rehoboth Beach, Delaware. For the first time in 50 years we were stopped at a railroad crossing in the one-stop light town of Greenwood, Delaware. A beautiful new Delmarva Central Railroad engine and short train was crossing! For decades, I assumed these tracks were abandoned. I told my wife having never seen a train on these tracks, we should consider it a good omen.

By the mid-afternoon, after 3 hours and a 150 miles, on smooth, flat and dry Eastern Shore highways

with wonderful scenic fall landscapes, we arrived at the Cape May – Lewes Ferry Terminal in Lewes, Delaware. Since we were early, we boarded the Ferry Henlopen and were lucky enough to park right on the port bow. We thoroughly enjoyed the smooth scenic 85-minute transit across the massive Delaware Bay sitting on the sunny breezy deck. This provided a great break for the 911 and us. The ferries are professionally staffed and are perfect for unwinding after driving the highways. They have comfortable lounges, clean “heads” (restroom for landlubbers), full snack bars and Crow's Nest bar on the top deck. We off-loaded the 911 from the Henlopen and made an easy transit north on the famous New Jersey Garden State Parkway. We had been to Cape May, but not north on the New Jersey shore in decades. We forgot how beautiful the Garden State Parkway is with its sweeping vistas of the tidal flats and marshes. We passed the towns of Wildwood, Stone Harbor, Avalon, Sea Isle City, and Strathmere while enjoying Bruce Springsteen on XM Sirius E Street Radio.

After a 30-minute drive we arrived in Ocean City, New Jersey and promptly checked-in to the historic World War I era Flanders Hotel. The Flanders Hotel is Ocean City's most historic and prestigious boardwalk hotel. It was built in 1923 for the staggering cost of \$1.5 million. The hotel quickly became the “Jewel of the Southern Jersey Shore” was named “The Flanders” in memory of the fallen World War I Allied troops from the “Battle of Flanders”, which was fought in Belgium in 1914.

We spent the evening exploring Ocean City, which is known as America's Greatest Family Resort and one of best beach towns in southern New Jersey. Ocean City is a dry town so we ventured over to Somers Point (a wet town) that is located a short drive over a sweeping causeway for even more fabulous scenery of Great Egg Harbor Bay. Somers Point has many restaurants and pubs and is a great destination for those PCAers who prefer a cocktail with dinner.

**Day 2** Sat October 19, 2019 – Spectacular Weather

From our ocean front Flanders suite, we awoke at dawn to a stunning sunrise on the Atlantic. We picked up coffee from the hotel's excellent coffee and bakery shop (Drip &





Scoop) and made our quick 6 mile drive over to Ocean City's Municipal Airport to help set-up. By 7 a.m. PCA volunteers were out in force setting up registration for PCA's first Boardwalk Reunion as well as lanes for Porsche staging. By 10:15 300 Porsches of all models and colors were staged on the tarmac. A driver's meeting was held at 10:30 by PCA Chesapeake's Bob Gutjhar. At 11 a.m. the Ocean City Police were ready to start the police escort parade over through town to the boardwalk on-ramp. By 11:30 300+ Porsches were safely parked -side by side- on the Ocean City Boardwalk covering 9 city blocks. Truly an amazing site with all the gleaming colors and models in the gorgeous beach sunshine. Participants had their choice of four tech sessions during the day from 12 to 4 p.m.; James Dean's 356 Speedster, 356 and early 911 restoration tales, Classic Porsche tool kits, and Boxster 101. Those who were up to it walked all 9 blocks viewing the 300+ Porsche and per my wife's Apple Watch logged at least 15,000 steps.

Numerous shops and restaurants were open so folks had their choice of lunch or ice cream on the boards. By 4 p.m. all Porsche drivers were re-staged at their vehicles for the exit parade off the boardwalk. Most folks were exhausted by then, but an hour later at 5 p.m. the social cocktail hour kicked off in the Flanders massive ballroom. By 6 p.m. an amazing beach party dinner with an expansive delicious buffet dinner in The Flanders Hotel Main dining room was underway and followed by a short presentation of awards to the sponsors 356 Owners Group, Porsche Cherry Hill, and Hagerty. PCAers kicked up their flip flops and danced until 10 p.m.

#### **Day 3 Sunday October 20, 2019 – Storm on the Horizon**

By Sunday morning PCAers were truly exhausted but we mustered early to check-out of The Flanders Hotel and make the 30-minute drive south on the Garden State Parkway to the Cape May – Lewes ferry Terminal in Cape May. As we queued up to board the Ferry Cape May Tropical Storm Nestor's squalls were hitting the Mid-Atlantic. We were lucky enough to board an early 09:30 passage and park below deck to keep the 911 as dry as possible. [The 911 Targa top leaks slightly in heavy winds and rain.] We made our second 85-minute transit across the Delaware Bay gently rolling on the white-capped waves while passing massive cargo container vessels headed north on the Delaware River to Philadelphia. We safely off-loaded into Lewes in Sussex County, Delaware as Nestor's winds gusted to 27 mph with sheets of rain. Thankfully I had the sense to book a night's stay at our favorite Rehoboth Beach hotel. Bad news, the hotel does not have a garage which is a rare luxury in Rehoboth Beach. By the time we checked-in, unpacked the 911 I was soaked. I tried to keep the 911 pro-



tected from the wind-driven rain by putting her car cover on as quickly as possible. We thought about all the other PCAers we met on Saturday who were driving home in the storm, some as far as Michigan (12-hours) and one long distance award winner who drove three-days 800+ miles from Chicago.

#### **Day 4 Monday October 21, 2019 – The Calm After the storm!**

The sun rose like nothing happened the day before. I got-up early and went out to check the 911. Thankfully she was relatively dry inside since I had spread two microfiber towels on the outside bolster of the passenger and driver seats coupled with the snug water resistant car cover that seemed to keep her somewhat dry. I opened the windows, frunk, and engine hatch – first time I have ever seen water collected on the top of my 1982 vintage York AC compressor! By the mid-morning the 911 and the car cover were dry! We made another safe 150-mile transit back over Delmarva's Peninsula, that Bay Bridge and arrived home safely in Reston. Our veteran 911sc Targa performed admirably without one hiccup thank you to Dave Bergman and Tony Shea of Bergman Autowerks in Manassas, VA. The trip was uber fun and we will definitely go back!

See you at PCA Boardwalk Reunion II Saturday October 17th, 2020 in Ocean City, New Jersey.

#### **Trip Metrics:**

Total roundtrip mileage - 428 miles.

Total fuel consumption - 21 gallons (one tank). We drove from Reston VA to Ocean City NJ on a ½ tank or 11 gallons – averaging 19.5 miles a gallon.

Total oil consumption – scant (thanks to Motul 20w 50 Classic oil).

Tolls – \$85 (incl. New Jersey tolls \$3 and round trip Cape May – Lewes Ferry fee \$82 w/military discount)

## October 2019 new Potomac members

Anthony Andonian - 2016 911 GT3 - from Bethesda

Drew Eckman - 2003 Boxster S - from California

Eric Nelson - 2015 Cayman - from Fairfax

Lou Bartolo - 2016 Cayman S - from Chevy Chase

Drew Floyd - 2018 718 Cayman S - from Reston

Paul Pusateri - 1968 912 Coupe - from Clarksville

Andrew Burns - 2007 Boxster - from Ft Washington

Felix Gruosso - 2018 911 Carrera Coupe - from Reston

Henning Rader - 2019 911 GT3 - from Middleburg

J. Alexander Clark - 2018 Macan - from Bethesda

Garret Higgins - 2017 911 Carrera - from Frederick

Richard Seraydarian - 2017 911 Carrera 4S Cabriolet - from Manassas

Judy Courbois - 2011 911 Carrera - from Gaithersburg

John Johnson - 2020 911 Carrera 4S - from Rectortown

Robert Craven - 2007 911 Carrera S - from Alexandria - transfer from Hawaii

Corey Lee - 2006 911 Carrera 4S Coupe - from Vienna

Kelly Daniel - 2014 911 Turbo - from Charles Town

Kelo Makelele - 2015 Panamera GTS - from Bowie

Bobby Dotson - 2014 Cayman - from Goldvein

William McKittrick - 2002 911 Carrera - from Charles Town

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## November 2019 Potomac anniversaries

### 25 Years

Frank & Ethan Broner  
Aaron & Ian Heimke

### 20 Years

Niccolo Della Penna & Diane Shih  
Chris Martin

### 15 Years

Stephen & Judy Doyle  
Dale & Ryan Goddeke  
Michael & Shelly Lang  
Brian Wachter & Pierre Bernier

### 10 Years

Terry Goodrich & My Linh Lee  
Gregory Gramenopoulos & Maya Brajovic  
Gramenopoulos  
Thomas Koester & Rose Cichy  
Jason & Cynthia Leaver  
Dennis McHugh  
Matthew Paschall  
Edward Piskadlo

### 5 Years

Carl Cecere  
Alex Chapin  
Ralph Ichter  
William & Nancy Kirten  
Ulysses Martin, Jr  
Brendan McHugh  
John Michael  
Charlie Murphy & Jason Verdon  
Chris Nolan  
Kenneth & Alicia Perry  
Mike & Diana Roller  
Jeffrey & Tiffany Rowe  
Clarence & Dianna Stukes  
Philip Tupper  
Adam Waltman



## Contribute to *der Vorgänger*

### Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

on Sal Fanelli, who owns a Porsche tractor.

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

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

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

Write your stories, snap your photos, and send them to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). **All photos must be originals digital files; please do not resize or crop them before submission.**

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

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# Readers and Their Cars

*Right: Stopped by Carhenge in Allison Nebraska on my 2017 Coast to Coast to Coast Adventure. Carhenge is a replica of England's Stonehenge constructed of old American cars covered in gray paint. Located near Allison, Nebraska, it was one of many interesting stops on the "Beer, Barbecue & Boxster Tour". Photo by Lloyd Stiegman*

*Below: Morning at Arches National Park near Moab Utah. Amazing vistas of sculpted rock, arches, spires and precariously balanced boulders atop skinny supports make this National Park a must see stop in Southern Utah. Photo by Lloyd Stiegman*







Above and left: The Naughtens took a road trip in their 1982 911 SC up to Ocean City. Creative packing took advantage of the ample storage options in the early 80's 911. Read the story on page 26.





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*GTLM 911 passes GTD all-woman Meyer Shank racing Acura NSX GT3 Evo. Photo by Hank Allen.*

