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Cover photo: Snow and Porsches do indeed mix.
Photo by Michael Sherman.



der Vorgänger

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Best Place To Live

I have visited and stayed at least one night in all fifty states. Nevertheless, aside from the middle-Atlantic, I don't know the roads and physical geography of the country very well. Brief visits to Arizona, Florida and California are remembered fondly during January here in the D.C. area. Come summer, I think of Montana, Washington and Maine as possible respites from the sweltering, soggy heat. Sometimes it does seem that this region is not really where you would choose to live - unless you drive a Porsche.

Some may wonder where in this traffic-clogged metropolis I reside to suggest that this is a singularly positive place to own and drive a high performance car. Nothing exotic I assure you; I live in Kensington and work 4 miles away in Bethesda. What this does mean is that March through November (and on unseasonably warm days in the Winter) I have my choice of at least fifty day trips to spectacular drives featured in the Porsche GTS Routes app for IOS. A quick perusal and cursory count suggests that this can't be said of anywhere else in the country. For driving a Porsche this is the best place to live.

How can this be compared to the rest of this glorious nation? What destinations in the Mid-Atlantic can be such a draw? Well, my wife and I can be at the Chesapeake Bay, Atlantic Ocean, Potomac, Delaware, Susquehanna, Ohio or Shenandoah rivers, the



Glenn Cowan



Michael Sherman

Blue Ridge, Appalachians and Poconos in a matter of a few hours. What about the terrible traffic? Absolutely and sometimes it is infuriating but we all know how to minimize its impact on leisure drives - leave early, leave late, and go the back way.

So, if you drive a Porsche, this is arguably the best place to live. This is even truer when you consider the value of your membership in the Porsche Club of America. The Founders' Region, Potomac PCA provides a variety of events unequaled by any other region. Partially, this is our robust size but other large regions don't come close to our number and quality of activities. You want to race? Competition at the highest amateur level is available at Club Race events. You want to learn how to be a really composed, even competitive driver? Drivers' Education (DE) at our practically local high performance track - Summit Point or other world class racing venues is for you. Want to have fun in your car

racing against the clock? Autocross is safe, very competitive and about the most fun you can have in a car. If you like driving with friends or making new ones, eating well and seeing some countryside there are Drive and Dine events throughout the season. If you think you really have a grasp of the details as you drive, recruit a navigator and see what you are missing at a PCA Rally. There are so many ways to enjoy Porsche cars and Porsche people that many weekends you have to pick and choose.

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Introduction

My journey with Potomac PCA started fourteen years ago, in 2003. I decided that I “needed” a Porsche and began researching my options. I discovered that PCA had a Quest Program (now known as PCA Test Drive) that allowed a six month membership for those contemplating purchasing a Porsche. I joined PCA, decided that a Boxster S was the Porsche for me, and convinced my wife (by offering her the bribe of a vacation, through the use of European delivery) to allow me to order the car. I have distinct memories of setting with my wife and children and choosing the exterior and interior colors of the car.

Fast forward a couple of years. We had made our trip to Europe to pick up my dream car. I had spent a year and a half enjoying owning the car – but driving the car in Northern Virginia traffic didn't have the same thrill that driving on the Autobahn had provided. I was still a PCA member, but my participation consisted of reading Panorama and der Vorgänger. I started paying more attention to the articles related to Driver's Education (DE), convinced my wife that I should do a High Performance Driving Clinic (to her credit it didn't require that much convincing; she has always been extremely supportive of my track driving) and attended my first Potomac event, the fall HPDC.

A surprising number of years and events have gone by since I attended that first HPDC. I remember talking with Manny Alban



David Dean

while I was waiting for my turn on the skid pad; and asking him for car advice (my first event and I was already thinking about a dedicated track car!). Dave McMahon was my instructor at my first DE. I had mechanical issues that weekend, and remember Dave “volunteering” a group of people to push my car on the trailer. Other memories from my early DEs are of Andy Clement helping me with changing brake pads at Shenandoah, and of Dave Riley and Joe Bordlemay helping me install a new master cylinder at Mid Ohio. From help with a tire change, to an invitation to get some lunch, to some advice on driving a turn I was struggling with, to a dinner invitation with a group; all great memories of interacting with Potomac members at DEs.

My participation in Driver's Education events led to the attendance or participation at other events. Social events, Drive and Dine, Autocross, Concours, Club Race, Rally – all great fun – and all opportunities to meet many Potomac members. For the last four years, I've served on Potomac's Executive Board, which has provided the opportunity to work with and become closer to even more members. The number of volunteers, the amount of effort required to successfully hold our many events, and the willingness of our members to volunteer – often at the cost of their own time participating in an event, is something that is hard to appreciate until you see it from the perspective of the Executive Board.

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Photograph by Ken Hills - PCA Potomac Club Race 2015

Potomac's calendar

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

Feburary

4 Potomac's first Saturday brunch, City Grille, Manassas.
11am – 1pm.

18 Potomac's Maryland Brunch at Glen Echo, Irish Inn,
11am – 1pm.

25 Potomac's Awards Dinner, Maggiano's Italian Restaurant,
McLean, VA, 6:30pm – 10:30pm.

There is a very nice, low key cars and coffee event every Sunday in Fairfax Circle, in Virginia. It is located directly off of route 50 in the Fairfax Circle Shopping Center and goes from 8 am until about 10:30 am +/- year round (no break for winter!).

It is the same location that the Gathering of the Faithful was held earlier this year. Very few Porsches attend so it would be great to get more members there! There is a nice not-for-profit coffee shop with excellent coffee and fresh made pastries that benefits people with disabilities. A good cause and some great car-guys.



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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.

Virginia: second Saturday of each month, 8am. Silver Diner, Rt 50 in Merrifield, VA.

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

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.

Bethesda, MD

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



The Potomac Porsche Club Wins the Top Prize at the 15th Annual Hilton Head Is- land Motoring Festival & Concours d'Elegance

The Hilton Head Island Motoring Festival & Concours d'Elegance is a national level car show that encompasses multiple days of races, tours, car club events and a top quality show during the first week of November. The Hilton Head festival has many unique events, among which there is the Car Club Showcase. The Car Club Showcase is an all-day Saturday event that features many of the nation's top car clubs com-

shredded thousands of trees. The event was hanging in the balance for a week while the event producers studied the situation and decided in coordination with the Hilton Head government whether the event could be held. If they decided to cancel the event then it would be a double punch to the gut of Hilton Head, South Carolina. The area depends on the revenue from such a huge event. Hotels were booked to ca-

capacity and restaurants were planning on a big week.

With only weeks left, the decision was made to pull everyone together and make the event happen. The Port Royal Golf Club would not look as pristine as prior years, but the event was weighed to be too important to the community.

The Potomac Porsche Club members were very excited to attend this special event. Each car participating was very much worthy of being on the show field and the

owners were proud and personable with the spectators. Owners were excited to share their Porsche with the wide-eyed public. The Hilton Head Island Motoring Festival & Concours d'Elegance is a very well-oiled machine that, given the situation, ran flawlessly. The weather could not have been more perfect with Sunny and 72 degrees each day.

Story and photos by John Truban

Far left: Winners of the 2016 Spirit of the Showcase Award - The Potomac Porsche Club

Left: Mike & Kim Copperthite Won the Designer's Choice Award with their 1953 356 1500 Super Coupe

Below: Hank & Jolly Weil drive their 1994 Speedster up to receive the Spirit of the Showcase Award

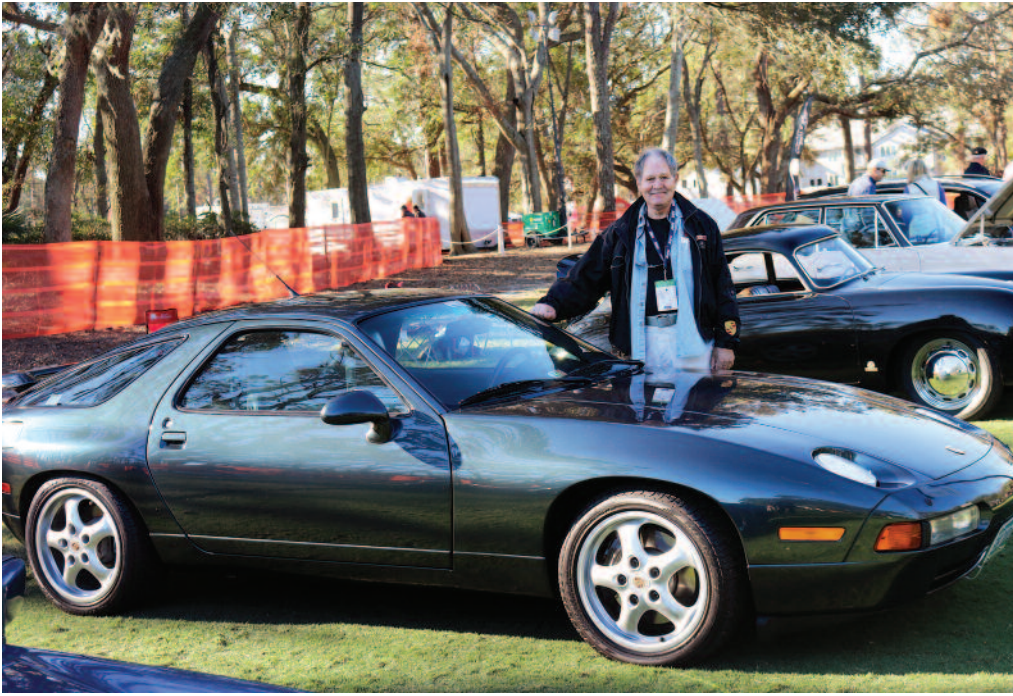


peting on the same field as the Sunday Concours d'Elegance. Instead of being a soloist among the fierce competition of a national level Concours d'Elegance, it provides the ability to perform as an ensemble and enjoy the company of your fellow club members.

A number of months ago the Potomac Porsche Club was selected to participate in the Car Club Showcase at Hilton Head and solicited club members who wished to participate with their Porsche. The Potomac Porsche Club received a great response from a variety of members, all of whom had great Porsches and enthusiasm for the Porsche Club. So the organization began and those who were selected made arrangements for the event taking place on November 5 & 6. All of the participants began preparing their Porsche for the event. Cleaning and minor refurbishments necessary to compete at this level were off and running. There was just one problem no one planned on - Hurricane Matthew.

With just a few weeks prior to the Hilton Head event that annually draws thousands upon thousands of patrons, the area was hit hard by a destructive Hurricane that flooded many hotels, destroyed homes and





Above: Bruce Bade's 1995 Porsche 928 GTS in Aventura Green Metallic – a very rare vintage

Above right: The Truban's 1989 Baltic Blue Metallic with Linen Interior Speedster is 1 of 6 ever painted that color:

We all arrived on the show field and began shining our cars up before the public arrived. We had classic colors like Fashion Grey, Black, Baltic Blue, Grand Prix White, Viper Green, Aventura Green Metallic and Guards Red. Everyone's car looked amazing and the clubs surrounding us were impressed by the quality of our cars.

Once the gates were opened to the public, thousands of people entered the vast show field spanning three holes of the golf course and embarked on a tour to include BMW Club, Ferrari Club, Lotus Club, Mercedes Club, Corvette Club, Mustang Club and many more. There were some fun and crazy cars and some elegant and rare cars.

The Potomac Porsche Club region performed well and won awards:

- Mike & Kim Copperthite with their 1953 Porsche 356 Coupe were awarded the prestigious "Designer's Choice," which was chosen by Ralph Giles, FCA Head of Design, J Mays Former Chief Designer for Ford Motor Co. and Ian Callum, Jaguar Design Director.
- John & Charlene Truban were awarded the Chairman's Award for their 1972 Porsche 911S and a Crescent Award given to a car scored in the top 25.
- Lewis Hauser was awarded a Crescent Award for his all original 1955 Porsche 356 Coupe.
- Hank & Jolly Weil accepted the Spirit of the Showcase award on behalf of the Potomac Porsche Club for the Club that best exemplified the ideals of the Car Club Showcase in their flawless 1994 Porsche Speedster. In other words, the Potomac Porsche Club won the 2016 Car Club Showcase out of 17 clubs!

In addition, Bruce Bade showed his exotic 1995 Aventura Green Metallic 928 GTS, which garnered many looks by Porsche lovers. Peter Kauffman displayed a perfect 1974 Grand Prix White 911 Carrera Targa that just finished a full restoration and looked incredible. John & Charlene Truban also displayed their 1989 Baltic Blue Speedster that drew many eyes.

On Sunday the Hilton Head Concours d'Elegance took place and Mike and Kim Copperthite and John & Charlene Truban competed in the Pre 1974 Porsche Class with their Porsches. Ray Shaffer, Porsche Classic & Delivery Center Manager, was the lead judge of the three that judged the Porsche Class. The Porsche Class was comprised of The Copperthite's 1953 1500 Super Coupe, a 1956 Speedster, 1960 356 B Coupe, 1965 356 C Cabriolet, 1970 911S Coupe and The Truban's 1972 911S Coupe. The judges looked over the exterior of the cars, then the interior and then had the owner start the car and do a mechanical performance test to include all lights, horn and radio. After the judging was complete the 1956 Speedster was triumphant while the Coppethite's 1953 356 1500 Super Coupe and the 1965 356 C Cabriolet Placed.

The Top Honors for 2016 were the Best of Show going to a 1914 Stutz Bearcat, The Founders award went to a 1953 Maserati A6GCS and the People's Choice went to a Pink 1956 Dodge Custom Royal. The Hilton Head Island Motoring Festival & Concours d'Elegance offers a lot of action for the car aficionado. The Potomac Porsche Club was very proud to attend the event. I want to personally thank all of those who attended for their hard work and great company. Congratulations to the Potomac Porsche Club for winning the Spirit of the Showcase Award!



Above: Peter Kauffman smiles in front of his newly restored 1974 911 Carrera Targa

Left: Lewis Hauser next to his 1955 356 Coupe that is all original and attended the very first Porsche Parade



Bottom left: John & Charlene stand with their 1972 911S Coupe that was awarded the Chairman's Award



New Horizons for Summit Point

Story and photos by Tom Neel.

Above: Summit Point's owner Barbara Scott.

Is it possible that any one destination has so kept its importance to the PCA Potomac Region's logbook more than Summit Point Raceway? For all the endless Porsche loving miles logged by its many members over the club's 61 years, those done in two mile increments at Summit Point's Main Circuit are possibly the pinnacle of regional Porsche driving. Summit Point and PCA's DE events are tied at the hip, and PCA Club Racing, wonderfully covered in the recent 717 issue of Panorama, began here.

In a love of the ironic, the last issue of dV even gave a shout out to the local ladies of DE, thus allowing me this segue into the most important women of them all, Summit Point's owner and friend, Barbara Scott, who has been the raceway's President for more than 3 decades. 30 years spans good times and bad, the creation of new tracks, the Scott's now closed orchard business, major expansions, and government contracting. I recently spent some time with Barbara Scott as she gave me a grand tour of the almost 800 acres Summit Point now encompasses, even its strictly off limits Counter Threat area. As Barbara now begins to phase herself out of the day-to-day management of SP, we also sat down with her new President Doug Allison

and Motorsports Director Chris White, to discuss the new horizons for this historic racing landmark.

Summit Point's Main Circuit was built in 1969. Barbara's late husband and racer, Bill Scott, who passed away in 2009, bought the track in 1979. Barbara tells me, "Bill had started the [driving] schools and by 1995 the Main Circuit was completely full, so we had to build the Jefferson Circuit to continue to have training." Unlike the Main Circuit, which was grand fathered in by the county as a race track pre any zoning restrictions, the Jefferson Circuit, which is also part of the original 360 acres, is a car education course only. True racing is not allowed by the county. Today, with land ownership increased, there is additionally the Shenandoah Circuit, which is allowed racing, plus the Washington and Campus training Circuits.

Summit Point has continued to develop. The 1995 mile long Jefferson Circuit was extended in 2014, along with adding a skid pad. This giving SP three tracks, at least two miles long, two of them with multiple configurations and all now having skid pads. Other much needed facility maintenance improvements were made in 2004, while paddock upgrades



Left: Summit Point's new President Doug Allison (left) and Motorsports Director Chris White (right)

While Chris White, a veteran of sorts with SP, says he remembers the days before the great recession, when the Porsche Club track events were marque specific, meaning if you weren't coming in a Porsche, you weren't coming at all. This is not the case today. Flexibility and trying new things is a way to survive and better yet, grow. Doug's words of "safety" and an "enhanced experience" for all club level racing, is an example where SP has been listening to racing clubs and groups and indeed many, including the PCA, have been investing in the changes as a measure of working together for the common cause. One such message

and repaving continue. The Main Circuit will be freshly paved again with a new blended racing compound in October of 2017 and Barbara, while showing me the Shenandoah Circuit, shared there's some thoughts in making fairly major changes to create a perimeter version of the circuit, thus allowing one of the greatest technical circuits [in my opinion] to optionally become less technical.

My tour nets the knowledge that SP is a place of vast business diversity, with its many motorsport tracks and concession stands, off road training areas, multiple shooting ranges and SP's bread and butter, which few motorsport enthusiasts will ever see. This is an area best described with an array of government acronyms like FACT - Foreign Affairs Counter Threat. I'll just say at least in part, it's their helping to protect our freedom. One good example being to enjoy motorsports! How's that?

Which brings me to Summit Point's new President, Doug Allison, whose background is actually anything but motorsport and everything National security. As the past Deputy Assistant Secretary, High Threat Programs Directorate, Mr. Allison is more than qualified for his position. But don't think this is less than good news motorsports wise, because he's the perfect choice for SP's dual purpose. Which likely makes SP one of the more healthy racy places in the country. You have a man who both recognizes the important roll SP plays in Counter Threat, and one who very much respects SP's historic past and sees a bright future for it. In fact, when I even mention the long rumors of selling SP, or the government take over of SP, both Doug and Chris White say it's just the opposite. Motorsports at SP is going to grow!

heard is better communication overall, think WiFi. Doug tells me WiFi through Comcast will this year provide the ability for live video upload with multiple band widths accessible.

Also coming for 2017 is Summit Point Racing Club, a membership program with 12 private track days, it's own inaugural event, swag, free electricity and amenities, providing a great time and even at discounted pricing over the typical Friday at the track type experience if one does all 12 events.

As always, any future is about new blood and much of this has been coming in the way of drifting. Call it the Fast and Furious future or the Ken Block effect, but this is the most exciting thing attendance wise to hit SP in a long while. It's one thing to participate, yet another to have up to 2,000 spectators show up in December for an event! This 18-30 demographic is excited and shows their enthusiasm willingly across social media in a viral motorsports love. This will have brought, by the time you read this, a first ever "Grip VS Drift" event to SP and the expectation of a on-site drift school, and highly promoted events using advanced video feeds including drones!

So as Summit Point's Barbara Scott relaxes her day-to-day management roll a bit, make no mistake that Summit Point is on a roll. New programs, new pavement, new safety features, new communication accessibility and an exciting new year!

For more information please visit www.summitpoint-raceway.com.



A Lovely Weekend at Pitt Race with My Dad

Story and photos by Lara M. Peirce

Above Bob Peirce in his peridot Cayman R and Jim Musgrave in his black 2009 Cayman S on the front straight:

After hearing my dad, Bob Peirce, talk about his home track for more than a decade, I finally drove it at a drivers' education (DE) event that we both attended in July. Although my dad's home track used to be called "BeaveRun," the track is now named the Pittsburgh International Race Complex and is affectionately referred to as "Pitt Race." When my husband, Jim Musgrave, and I initially planned our 2016 DE season, we tried in vain to find a weekend when my dad could go to the track with us. Instead, my dad and I bonded over discussions of such things as brake pads, smooth inputs, and oversteer. However, when I discovered mid-season that Northern Ohio Region PCA would be at Pitt Race in July, I cajoled my dad and mom into changing their July plans so my dad could show us Pitt Race. Potomac PCA will be head-

ing to Pitt Race this coming DE season; after driving it, I assure you that you do not want to miss this event!

The newly expanded (2.8 miles with 19 corners) Pitt Race track opened in 2015. The owners, Kathy and Jim Stout, are also part owners of Virginia International Raceway. Since purchasing Pitt Race a few years ago, the Stouts have invested more than \$6 million in the property, including the addition of a 12,000 square foot event center, where the classrooms are located, and a new 1.6-mile south track that connects with the old north track. According to Dominic Cinotta, the Marketing and Sales Director at Pitt Race, they are not done with all of the planned upgrades, and we can expect to see continued growth and expansion of the facilities over the next few years. For

instance, this past fall, Pitt Race regraded and repaved the north track. Pitt Race also repaved their karting track and re-equipped their entire rental kart fleet.

The July weekend when we went to Pitt Race may have been the hottest one of the year. My dad, Jim, and I arrived as the gates opened and found a spot near the new, air-conditioned restrooms in the middle of the paddock. As my dad usually attends DEs with little more





than a chair, his helmet, and a tool box, we first had to show him how Potomac PCA members live at the track – a canopy with a tarp to block the sun, chairs, a cooler with snacks, tons of water, and a folding table on which to put all of our gear. To try to beat the heat, my mom and I came up with a great idea to stay cool – we wet about 15 cloth napkins, wrapped them up, froze them, and put them in the cooler. Having an ice cold cloth to drape over your face and head felt wonderful. After setting up camp, we met our instructors and set out in our run groups.

Pitt Race is a technical course with great elevation changes, combining some of the wonderful aspects of Watkins Glen and Shenandoah. Pit-out can be a bit precarious because the blend line and the apex for turn two overlap. As you enter the track, you are entering the beginning of the new portion of the track, which is also known as the south track. Between turn two and three is a straightaway down to a hard left-hander. You then turn right to drop down a hill by about 82 feet. If you have driven Watkins Glen, it is similar to turn six; except at Pitt Race, you must immediately turn right and head back up a steep hill 85 feet to another short straightaway. Initially we were using PDK in sport mode, and we had to shift manually into second at the bottom of that hill. Sport plus solved that issue.

Then you hit the esses, which include two blind apexes. The second blind apex marks the beginning

of one of the faster parts of the track, where a few interesting challenges await you. First, for those not in extended passing run groups, the last passing zone was before the esses. This back section contains two straights for passing zones before the “kink” if the passing is done in the opposite direction of the next turn, which would be unusual for Potomac PCA. The second challenge is the kink, which is a bend to the right in the middle of a high-speed straight. This turn is known as the most dangerous part of the course because it looks easy. Consequently, some carry too much speed and then, fearing they are running out of track, lift at or slightly after the apex, causing a spin. After the kink, you encounter a double apex turn as you head 46 feet up a hill to the front straight. For those who use Harry’s Lap Timer, when you download the full track coordinates, you may notice that Harry’s credits my dad, who prepared them.

In between runs, Jim, my dad, and I had fun comparing notes of our runs. On the first day, my dad

“There is so much to like about Pitt Race: the kink, the “corkscrew,” the blind turns. . . . That is why I don’t go anywhere else anymore. The new pavement on the old north track will make it even better.”

– Bob Peirce

kept referring to looking for the top of the Armco to know when to initiate the second of the blind turns at turn 14. Consequently, when I approached turn 14, I kept looking for an Armco Gas sign somewhere. Yep. I had no idea that an Armco was a guardrail. We did not have as much time as I had hoped to sit around

and chat because Northern Ohio Region PCA mandated debriefing sessions in the classroom after almost every run. Although these sessions were valuable and permitted participants to raise issues encountered on the last run, having them after most runs was excessive.

The facilities at Pitt Race are modern and clean. In the middle of the north track pad-

dock are eight garages for rent, as well as new restrooms. The event center, which is up a hill from the paddock, contains the classroom space, 14 garages and a banquet hall. Although gas is available on-site in several blends (100 octane unleaded, 110 octane leaded, 90 octane ethanol-free unleaded, and 93 oc-

“Pitt Race combines some of the most challenging parts of Mid-Ohio (the linked turns on the back) and Watkins Glen (a long, steep uphill section—following a 180-degree turn!). Driving the track correctly is very rewarding. With the linked turns and several blind turns, there is a long learning curve, and I continued to find a second or two to shave off my lap times every day, but it is well worth trying. The track is not far (less than 4 hours from my front door) but be aware that there are few amenities at the track, and most restaurants are at least 15 minutes away.”

—Peter Kaufman



tane unleaded), there is a gas station less than a mile from the road that leads into the track complex. Lunch options are limited. There was a hot dog and concessions truck in the paddock, and we noticed a Subway near the gas station where we re-fueled. Apparently the gas station also serves food, and it receives some good online reviews. However, it might be preferable for our club to arrange for a simple catered lunch, which Pitt Race assists in coordinating, as we do for our DE events at Watkins Glen.

Although Jim and I stayed south of Pittsburgh with my parents, I researched the hotels and restaurants





“Pitt Race is just the right length for me, 2.8 miles, and it encompasses all the right elements: fast straights and corners, good elevation changes, and blind corners.”

—Art Schwartz

and Z Pub and Diner) and two grocery stores (Giant Eagle and Walmart Supercenter), but the Microtel is 10 miles/15 minutes from the track. Unlike the Park Inn, the Microtel serves free breakfast, which includes hot items. Although the free breakfast does not open until 7 a.m. on weekends, if we let the hotel know about our group in advance, they will put out grab and go continental breakfast items earlier for us.

Left: Pit out and the front straight.

near the track. There are two primary hotel options: the Park Inn by Radisson (about \$130 per night) and Microtel Inn & Suites by Wyndham (about \$80-90 per night). The Park Inn, which is undergoing a renovation, is less than three miles from the track and is pet friendly; it has an indoor playground (bring the kids!), a hot tub, a heated pool, a pool table, a bar, and a fitness area. Although the hotel has its own restaurant, the Park Inn is not near restaurants. The Microtel, on the other hand, is near the local restaurants (Applebee's, Eat'n Park (a Pittsburgh area chain diner), Sal's Ristorante, the usual fast food chains, Ponderosa, El Paso Mex, Pizza Hut, Pizza Roma & Pasta House,

The best part of my Pitt Race weekend was finally attending a track event with my dad. Now when my dad tells me about his latest visit to Pitt Race, I can visualize what he is describing. Somehow, I need to convince him to drive Summit Point with me; it is a hard sell when he has such a fabulous track only an hour away. Jim and I thoroughly enjoyed driving Pitt Race and highly recommend it. Potomac is going to have a great event there this coming season. Don't miss it!

Below left: From left to right are Bob Peirce Lara Peirce and Jim Musgrave.

Below: Porsches lined up at pit out before the rain hit on the last day.





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Open Board Meeting December 2016

Porsche of Rockville once again hosted our quarterly Open Board Meeting, which featured the New Members' Breakfast and the 2017 Executive Board Elections. Over 80 members registered and attended this meeting and enjoyed a made-to-order omelet station, as well as hot coffee and fresh juices.

Howard Hill thanked all of the members for attending and asked the 20 New Members to raise their hands to be recognized. The New Members enjoyed socializing before and after the meeting and were able to ask direct questions to all of Program Chairs in attendance.

Annual finances were discussed by Treasurer, Michael Handelman. A full report of our financial status is updated monthly and may be found on the PCA Potomac website under the password protected area. If you need your password information, please contact webmaster@pcapotomac.org.

The benefit of an Open Board Meeting is that each member may ask questions directly to Club Leadership. To that end, a lively and thoughtful discussion occurred regarding the existence of a year-end surplus in a non-profit club. Another member suggested that we offer PCA Potomac Gift Certificates for our events that require entry fees and many members expressed interest in this opportunity. Full notes from these discussions are found in the meeting minutes, also online.

In the spirit of fun and humor, each Program Chair commented how their programs were "Gateways" to additional programs in the club. Ken Harwood claimed, "Drive and Dine is the gateway activity to Autocross"; thereafter Michael Kaunitz claimed, "Autocross is the 'gateway' to Drivers' Education"; and Dirk Dekker joined the fun by stating that DE is the gateway to Club Racing! Ed Hahn, Membership Chair, closed the red velvet curtains saying that HIS program is the GATEWAY TO ALL PROGRAMS!

A full calendar of all of the programs in the 2017 season has been posted to the www.pcapotomac.org website. With over 100 events in the 2017 calendar year, grab your Porsche and get out and join the fun with your fellow PCA members.

After the Open Board Meeting, the 2017 election took place. We take pride in announcing the new Executive Board:

President – David Dean
Vice President – Mia Walsh
Treasurer – Michael Handelman
Secretary – Gary Baker
Past President – Howard Hill

We thank John Eberhardt for his many years of service and wish him well as he hands over the position of Past-President to Howard Hill.

*Story and
photo by Mia
Walsh*

A Word from the Driver Education Chairs

Story by Dirk Dekker and Bob Mulligan

The PCA Potomac 2016 Driver's Education season sponsored by OG Racing is now complete and our 2017 season begins Saturday March 11, 2017 with our Instructor refresher, required of our Instructors at least once every 2 years. This is followed on Sunday March 12 with our High Performance Driving Clinic aimed to new Porsche Drivers, spouses and as an entry to qualify for regular DEs though we do welcome other cars, but only Porsche SUVs, Cayennes/Macans. Our final event of 2016 was our late season three day DE at Summit Point. The event consisted of a DE Volunteer Appreciation Day on Friday open to Instructors and qualified DE volunteers and a two-day DE on Saturday and Sunday open to all. Despite the late date, over 140 cars participated in this event and it was the first oversubscribed event, including having to turn away instructors, for the past couple seasons. The 2016 DE season was very successful with outstanding participation at all our events, and great help from many volunteers, both at the track, Tech Inspectors, Instructors, registration help, grid marshalling, stewarding and social, as well as our two overworked registrars, cashiers and probably many more.

During 2016, Potomac continued our commitment to provide the highest quality DE experience possible. As we have in past DE seasons, Potomac committed to stressing safety throughout the year. In coordination with our Chief Instructors, we continued mandatory safety briefings at all our DEs for Green, Blue and White groups. During the year, we also held mandatory safety briefings for all Black and Red Run Group drivers. The Chief Instructors and Chief Steward stressed safety at our mandatory Instructor and Driver's meetings daily.

The DE Committee believes our emphasis on safety was a major factor in our successful DE season and we will continue our emphasis on safety in 2016. We had 3 Co Chief Instructors for 2016, hopefully making it easier for a CI to be more readily available and to take care of questions, problems, promotions and still manage to drive a bit themselves. We continued a mentor program for the Green, Blue and White run groups. We also look forward to working closely with the recently appointed Potomac Safety Chair as we explore options to make our DE Program as safe as possible.

We continued our policy of assigning only one student to each instructor unless there were exigent circumstances. This policy allows the instructor to spend more time with the student driver and enhances the learning experience. DE Committee members canvassed drivers and instructors throughout the year to solicit their input on how to improve our events. We implemented many changes based on this input taking into consideration efficient management of Potomac events.

The DE Committee wants to thank all the drivers and instructors who came to our events in 2016. We realize that without you, there would be no program. We know you have a choice of driving venues and we appreciate that you chose Potomac. Our commitment to you is to work to make the 2017 season even better than 2016, and will include our first visit to PITT Race near Pittsburg May 5-7, Watkins Glen in June and VIR Labour Day Weekend.

The DE Committee also wants to thank our volunteers. We know volunteering requires a personal commitment to the club. Our program would not function as well as it does without you. These volunteers include those who support Track Registration, Tech and Pit Out as well as our instructor corps and our emphasis on Classroom sessions.

Speaking of 2017, the DE Committee will consist of familiar faces. Dirk Dekker and Bob Mulligan will continue as DE Co Chairs. Dirk has more than 20 years experience as a driver and instructor as well as Chief Instructor for Potomac and other clubs in the area. Bob will be our DE Co-Chair. Bob has almost as many years as driver and Instructor as well as just coming off a long spell as Chief Instructor.

Co-Chief Instructors Dan Dazzo, Don Mattran and Steve Wilson have done an outstanding job and will continue. Brian Walsh continues as Track Coordinator as well as White Run group mentor and in charge of Instructor Development. Ellen Beck and Dan Dazzo will again provide instruction for our Instructor Candidate training. Dan and Steve will provide instruction for our High Performance Driving Clinics. Classroom Instructors Tony Pagonis, Carson Soule, Steve Wilson, Brian Walsh often helped by others have



raised the bar and interest in the mandatory classroom sessions. John Vrankovich and Dave DiQuollo continue for Tech. Carol DeSwarte and Chris Mantzuranas continue as DE Registrars. Roger McLeod continues as Cashier. Steve Vetter and Tim Kearns joined by Michael Handleman and Stephan Kiraly continue as Stewards and Bernice Richmond continues as our Track Registrar. We have also increased our commitment to safety making more use of Skid Pads where available and have been ably assisted by our friends from the BMW club, most of whom have now purchased Porsches. These generous folk are often joined by many others who pitch in. A new face is Pat Kautnitz who is our Grid Marshall and cajoles the drivers onto the grid making sure with her helpers that all helmets and other safety equipment is properly fastened as well as a last minute look over the cars to make sure hoods, trunks etc. are closed. To be considered a volunteer, helping regularly at Pit Out/Grid does count. Sounds like a lot of people, but with up to 200 cars at some events, can be like herding cats!!

One of the most important positions we have is that of Potomac Safety Chair which covers all events that involve moving cars, even Drive and Dine, but DE is the biggest focus. Tim Kearns our Chief Steward has taken this job and works closely with Dan Dazzo who is also involved with Safety at the Zone and National level, giving more emphasis to our commitment to safety.

The 2017 season is shaping up to be one of the best ever. In 2013, Potomac moved our DE event registration to Motorsportsregistration.com. This move has been very successful as it has allowed us to more widely publicize our events. All Potomac events, including non-DE events are posted at www.pcapotomac.motorsportsreg.com

We are making some changes to registration this year, intending to reduce the chaos due to last minute cancelations and last minute sign ups by Instructors making it very difficult for the CIs to make the assignments. These will be announced after we have our DE Committee meeting in January, e mail blasts will be sent out and announced on the web site. We expect the finalized DE schedule to be published on the web-

site and on Motorsport Registration.com in early January.

New for us will be a 3 day event at PITT Race (the old but much upgraded and extended Beaver Run) just 5 minutes off the PA turnpike just before Ohio. This will be the first weekend in May (5-7) which will replace our Mid Ohio date. All other dates and locales will be much like last year.

In 2016 we let our Advanced DE at the Club Race in September go in favour of the newly sanctioned Vintage Run group at the 25th PCA Club Race which was a great success, but DE was missed by some of our advanced drivers, and we will not be having an Advanced DE at the 2017 Club Race again allowing for a Vintage Race group

Check out either the Potomac website or www.pcapotomac.motorsportsreg.com for the complete schedule.

Our DE Committee will continue mandatory safety briefings as part of our DE track education program. Our Stewards, Chief Instructors and DE Chairs will continue to review driver performance. Our goal is for all drivers to have the safest and most enjoyable driving experience possible.

We believe our Potomac DE s are amongst the best in the country, including best dollar per minute of quality track time, and continue to strive to implement improvements.

As we said above, Potomac realizes both drivers and instructors have choices for their driving venues. We appreciate that you choose Potomac and commit to working with you to make 2017 a great season.

Dirk Dekker and Bob Mulligan
Co DE Chairs
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I told my wife that for one year a Porsche for me would be my anniversary present, it would be my Father's Day present, it would be my 55th Birthday present and it would be my Christmas gift, and even though I was buying the car, her permission to do so would fulfill her obligation to give all those gifts; she gave me her permission and the pursuit of my 911 began.

I searched hard for the car; I searched all the websites from EBay Motors to Cars.com and in between. I knew I wanted a Carrera S Cabriolet and that I would be happy with any year between 2005 and 2007, I liked the upgraded interior of the 997 models more so than the 996 models. I had a price range in mind and then one day I came across a car down in Tampa Bay Florida that met all of my specifications. The price was right, I liked the color and it was a Cabriolet. I talked extensively with the salesman on the phone, and he sent me many more pictures. I ran a KBB report on the car, the price was excellent, I mean really good. I ran a Carfax on the car and the report came back clean, I mean really clean. I called the guy back, put down a down payment over the phone and began scheduling a pickup right away. One week later I was on the plane to Tampa, the salesman picked me up at the hotel the next morning and within a couple of hours I was on my way home back to Waldorf Maryland. Needless to say I had a great time driving back. I passed every car on the road, I learned how to work every gadget, I had packed a few of my favorite CDs to play, the weather was great so for a great deal of the trip I had the top down. I had a great drive over two days and got to know the car very well.

Ok, let me get to the point of my story. I drove my car to the grocery store and while in the parking lot an older gentleman came up to me and said that he had a 911 about the same year and exactly the same exterior color as mine but a different interior color. We talked for a while and then he asked me had I joined the local Porsche club, I said no but that I would look into it. I researched the club and joined. I had not done any of the events and then I saw in the magazine an invitation for a Drive and Dine "Fall Foliage" starting on River Road, driving the back roads of Maryland ending up at in Hagerstown for dinner at the Bavarian restaurant Schmankerl Stube. I told my wife about it and she was excited as well but we had a dilemma. You see Cindy my wife is handicap, she has had Multiple Sclerosis (MS) for over fifteen years and cannot walk, further she rides a scooter to get around. Time was approaching for the event and I came to her and said one day. Cindy do you mind if I go to the event by myself? I hated to ask her and I knew she would be disappointed to hear me ask her although she tried

to act like it was okay; she likes to hang out with me. We had the problem of determining how to get the scooter in the car. Well I figured it out, it would take a lot of effort and I had to be very careful, I could not have an accident and scratch my new toy. But I thought about what really was important and came to my senses. I realized that what is having a Porsche if you cannot share good times with my favorite girl, my wife! I asked her forgiveness and begged her to go, she finally decided she would, she did not want to be a burden and she wanted me to have a great time. I

Story and photos by Mark Allen.



woke up and realized that a really good time would only happen if I included her. So we got up early that morning and began the process.

If you look at the pictures, you have to wonder how in the world do you get her and the scooter into the small trunk space in the front of my 2005 Carrera S Cabriolet: 1st you drop the convertible top on the car and have her roll around to the passenger side of the car and pull up close to the open passenger door. I lift Cindy up and onto her feet, spin her around (sounds like a dance right), and then sit her down in the car, making sure she is comfortable. Next, I roll the scooter to the front of the car, open the front lid and begin to disassemble the scooter. The scooter breaks down into 6 separate parts, (2 arm rest, and the seat with its pole, the crank, battery and Handlebar/base). I break the scooter down and place the scooter arms behind the driver's seat on the floor. I take the seat the battery and the crank and I have figured out how to get the three of the components into the front trunk

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space of the car. From the beginning it looked impossible, but after several tries and placing the pieces in specific places they all fit, it took several tries but finally I determined a formula which works. If I place the crank first horizontally, then the battery vertically directly on the side to the crank at the bottom them both will fit perfectly, leaving just enough space to place the folded seat on top of them (seat pole down) and then close the lid; just enough space to close the lid without bumping it and creating a bump/dent in the front hood. At that point all that is left is the handle bars/base, the largest part of the scooter.

This is why it was important to purchase a Cabriolet, this would not have worked with a hardtop, it just would have been too tight. So I take a big towel and place it over the back seats. I then lift the handlebar/base into the backseat of the car as carefully as I can trying not to scratch the leather if at all possible. Then I get in the car and close the rag-top, sit there for a minute and catch my breath and say to my wife "Let's Ride Girl".

It is a labor of love for both of them, Cindy my wife and 2005 Porsche 911, 997 Carrera S Cabriolet. So if you ever see us on a Porsche event and you notice Cindy is not getting out of the car at every stop, don't think that she does not want to be sociable, she can't get out; go over to the gray Cabriolet and say hello; she is very easy to talk too. We get to the final destination I build the scooter up, get her out of the car and onto the scooter, and we will have a good time. Going home I get her back in the car, breakdown and reload the scooter, get home we build up the scooter, get her out of the car and onto the scooter and we go in the house. We don't do this every day, but a special event like a Dine and Drive deserves my car and my girl. Maybe someone else with a similar situation will learn from reading this story that a scooter and your loved one can fit in your 911!



November and December 2016 new Potomac members

New Members

Victor Aponte - 2017 718 Boxster S - from Clarksburg

Dennis Bokman - 2006 911 Carrera S - from Waldorf

Roger Brusnahan - 1967 912 - from Alexandria

Michael Butler - 1978 911 SC Targa - from Bristow

Carl Cecere - 2002 911 Turbo - from Silver Spring

Gordon Clark - 2014 Cayman - from Purcellville

David Cooper - 2005 911 Carrera S Cabriolet - from Tall Timbers

Benjamin Cramer - 2010 911 Carrera - from McLean

Douglas Cromwell - 2017 911 Turbo S - from Vienna

Elliott de Luca - 2007 911 Carrera S Cabriolet - from Gainesville

Michael Flynn - 1976 914 2.0 - from Smithsburg

Alan French - 2005 Boxster S - from Reston

Robert Friedland - 2017 Macan S - from Potomac

Jon Giese - 1973 911E - from Alexandria - transfer from First Settlers

Neil Green - 1996 911 Carrera 4S - from McLean - transfer from Golden Gate

Stephen Green - 2010 Boxster S - from Arlington

Robert Hagedoorn - 2008 911 Carrera - from Olney

Peter Harris - 2009 911 Carrera 4S Cabriolet - from Washington

Thomas Hazel - 2007 Boxster - from North Potomac

Elizabeth Hodges - 2014 911 Carrera 4S Cabriolet - from Falls Church

Howie Hodges - 2014 Panamera 4S - from Falls Church

Daryl Humes - 2007 911 Turbo - from Washington

Andrew Jones - 2006 911 Carrera S - from Sterling

Gytis Kanchas - 2017 Macan S - from Arlington

L Kay - 2017 Cayman S - from Clarksburg

Kevin Keaty - 2014 Cayman S - from Arlington

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Oliver Krippahl - 1981 928 - from Hamburg, Germany	Daniel Pourkesali - 2000 Boxster - from Haymarket	Michael Twigg - 1987 911 Carrera Cabriolet - from Hyattsville
Randy Larsen IV - 2000 911 Carrera Coupe - from St. Inigoes	Herbert Sanborn - 2004 911 Carrera 4S - from Piney Point - transfer from First Settlers	Kevin Williams - 2017 Cayman S - from Woodbridge
Neil Lee - 2010 911 GT3 - from Alexandria	Alvin G. Sanders - 2016 Panamera 4S - from Upper Marlboro	
Jeff Lester - 2016 Cayman - from Fairfax	Wichien Sarobon - 1998 911 Carrera S - from Silver Spring	
Justin Melnikoff - 2007 911 Carrera S Cabriolet - from Washington	Kurt Sherman - 2016 Cayman GT4 - from Washington	
Brian Motz - 2017 911 Carrera 4S Targa - from Middletown	Colin Smith - 2014 Panamera 4S 0 from Arlington - transfer from Maverick	
Thomas Murcko - 2017 718 Boxster - from Arlington	Adam Sullivan - 1977 924 - from Alexandria	
Dennis Pippy - 1987 911 Carrera - from Berryville	Sean Thompson - 2008 Cayenne - from Fairfax	
Kristy Pottol - 2010 911 Turbo Cabriolet - from Hagerstown		

Contribute to der Vorgänger

Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

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

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

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

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

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

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

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Readers and Their Cars

Right: The new executive team: Michael Handelman, Gary Baker, David Dean, Mia Walsh, and Howard Hill.

Below: Nancie Havinoviski on the drive to Augustoberfest last year.



December 2016 and January 2017 Potomac anniversaries

Anniversaries

60 Years

John Grady & Karen Joslin

50 Years

Carl & Alice Merrill

40 Years

Ellen & Katie Burchill

35 Years

LeRoy & Addie Hall

30 Years

Carl-Henrik & Ulla-Britt Andersson

Ronald & Anne Cannizzaro

Jon & Ann Kaufmann

25 Years

David & Mary Hagopian

20 Years

John & Debbie Feeley

Roland & Alice Frenck

Alan & Chris Herod

Amelia Neam & Larry Litteral

Steven & Connie Ornstein

Len & Stefan Shoemaker

George & Maureen Williams

15 Years

Pamela & M Abbott

Charles & Elizabeth Clark

Paul Davey

Peter & Gabriela Holiat

Jamil Kassum

John & Lisa Maxvill

Zane Metz & Zane Metz, III

Larry & Andrea Palsha

David & Norma Jean Steele

Theodore & Sharon Whitehouse

10 Years

Barbara & Lewis Azzinaro

Ted Britt

John & Sharon Condia

John & Michael Grivsky

Joseph & Jody Lagioia

Gregory & Cynthia Keith

W & Denise Kowalski

Stephen Myers

Barry & Saralyn Neff

Kendrick Partain & Andrew Vozzolo

Stephen & Michaela Shoop

John & Edith-Jane Stotzer

Mark & Rebecca Tromblay

5 Years

Allen & Marian Feldman

Anthony Flake

Rafael & Raquel Garces

Charles Hosier

Thomas Jackson

Collin & Anisa Mechler

James & Holly Moran

Ahsun Murad

Christopher & Killian O'Brien

David & Denise Oliveria

Scott Pankiewicz & Jane Miller-

Pankiewicz

William Peyton

Daniel Pfeffer

Eric & Margaret Purnhagen

Volner & Lynda Robertson

Nikolaus Schandlbauer

Jeremy & Laurie Wensinger

Jimi Yui



Milestones

David Ross, 1998 PCA Potomac member, Swap and Sell Der Vorgänger contributor/volunteer, driver of a 1972 911 ASG converted T to GT5S club racer specifications when he participated for a few years, and all around happy guy passed away 16 December 2016. Dr. Ross will be missed by those club members who knew him and countless others for whom he cared.





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