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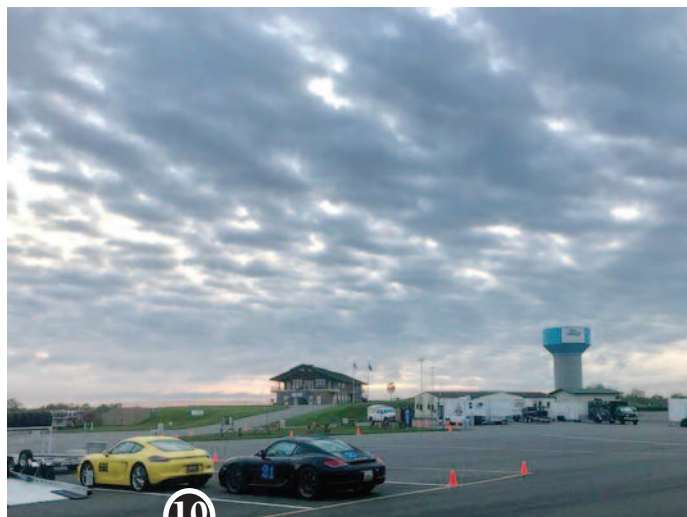
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Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2019 calendar
- 10 PCA Potomac Enjoys Epic Weekend at Pittsburgh International Race Complex by Bob Mulligan & Susan Kimmitt
- 13 Spring Rally – One for the History Books! by Linda Davidson
- 15 Covered Bridges, Race Cars, a Swap Meet and Camaraderie by Glenn Havinoviski
- 16 67th Super Sebring by Hank Allen
- 20 Why and How I DIY by Jim Pauli
- 23 Blazing the Bourbon Trail in a Boxster by Craig Morgan
- 26 A Ride With Mike by Mark Fortune
- 30 Readers and their cars

Cover photo: Cars ready on The Zipper Grid at Pitt Race.
Photo by Matthew Heacock.



der Vorgänger

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of the Founders' Region, Potomac,
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Porsche Experience

If we may all go back in time to around 2001, we place ourselves in an era where Porsche only made sports cars. Little did we know what was just around the corner. When the Cayenne was first announced as an SUV from Porsche, there was the typical gnashing of teeth, similar to when water made its way through a 911 engine or headlights looked like fried eggs. I'll admit I was one of those who scoffed at the idea of the Porsche SUV. What next, a Porsche minivan?

But then coming back to a day in 2019 I find myself driving a Cayenne around the Shenandoah circuit at Summit Point and being in a state of constant amazement of the capabilities of this two-ton vehicle. Oh, and I also remember I own a Macan S. What happened? Well, Porsche has taken its very soul and in some occultic ritual enfused this into a SUV, and a luxury sedan while they were at it.

I was fortunate enough to be extended an invitation to a Porsche track experience at Summit Point as the guest of Porsche of Tysons. Instructors from the Porsche Track Experience school in Alabama were on-hand to lead us around the track, sit next to us in an autocross course, and shut us up completely as they drove us in a hot lap. The morning started with



Glenn Cowan



Michael Sherman

groups of us driving a Panamera 4, 911 Carrera 4S, and a few Cayennes. We took turns driving and being the passenger as we snaked behind an instructor, talking us through the turns on a walkie-talkie, and eventually going faster and faster as we became more comfortable. Next it was on to autocross, where we had an instructor as a passenger as we ran some cones with a Cayman GTS and a 911 Carrera T.

But the defining moment for me, and why I've come away with such awe at the whole event, were the two hot laps. Yes, a lap in a 911 Carrera T with a racing instructor at the wheel is a thing to behold. But even more impressive was the lap in a Panamera 4 with three passengers. I had no idea that car was capable of what it did at the hands of a skilled professional. And the whole time the driver was just nonchalantly discussing the weight transfer and grip.

Thanks to this wonderful event, I have a new appreciation for the other vehicles in the Porsche lineup, and truly consider them part of the Porsche family. I'll admit it took me a while to come around, but I've absolutely embraced the Panamera, the Macan, and the Cayenne. Bring on the Taycan for the next round of teeth gnashing!

—Michael



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Begin To Bloom

Just like the flowers in the fields around great country driving roads, this is the time of year when PCA Potomac begins to bloom. By the time this issue finds its way to your mailbox, we will have held 3 Autocross events, 10 DE days on various race circuits, 4 tech inspections, 6+ brunches, 5 Drive and Dine days, a Rally, 2 Concours and 3 social events. The start of summer is a perfect time to check out Potomac's vast calendar of events and make some time for you and your Porsche to enjoy the summer weather together.

For me, a myriad of family obligations is keeping me away from the race track for a good part of the year. With another high school graduation, multiple proms, parties galore, a week-long trip with my husband's entire family, and getting two kids off to college, carving out 3 full days and 4 nights for my favorite Porsche-time track activities will not fit into my calendar until later this summer. However, I have been able to take advantage of Potomac's one day events, like the speed Rally and the Deutsch-Mark Concours, which historically have conflicted with my Drivers' Education weekends. These, too, are great experiences to meet more members of our amazing organization and to



Mia Walsh

drive our "street-legal" Porsches with other like-minded Porschephiles.

If you are stuck inside your home or office and still need a dose of Porsches and PCA Potomac, please join us on the great intraweb! Our new Social Media Coordinator, Bill Schwinn, has done a fantastic job with our Instagram (@pca_potomac), Facebook (@PCAPotomac) and Twitter (@PcaPotomac) pages. We ADORE member photos and their cars, so please send them along to socialmedia@pcapotomac.org with your name, Porsche car vitals and a caption. I am looking forward to seeing you – IRL or in the cyber world - soon!



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Model Experts

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

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

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

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Potomac's 2019 calendar

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

June

- 1-2 Driver's Education Shenandoah Circuit, Summit Point
- 1 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 8 Tech Session for Watkins Glen, Intersport, 9am - 12pm.
- 14-16 Watkins Glen DE
- 15 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11 am - 1 pm
- 21-23 VIR Zone 2 Club Race
- 23 Autocross #2, Bowie Baysox Stadium
- 29 Potomac's Second Rally

July

- 6 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 12-14 Summit Point DE
- 13 Stafford Junction kids at Summit Point
- 19-21 Virginia Highlands D&D
- 20 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11 am - 1 pm
- 21-26 Porsche Parade Boca Raton
- 27 Tech Session for PorscheFest, Porsche of Silver Spring

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.



PCA Potomac Enjoys Epic Weekend at Pittsburgh International Race Complex

Story by DE Co-Chairs Bob Mulligan & Susan Kimmitt

The first weekend of May found about 150 driving enthusiasts congregating in western Pennsylvania to play with cars at Pitt Race-Pittsburgh International Race Complex in Wampum, PA. Those of us who drove to the track on Thursday enjoyed calm and dry weather along the west bound Pennsylvania Turnpike to arrive at this world class track in late afternoon. The mandatory Car Tech as well as Track Registration opened Thursday evening to allow nearly half of the participants not only to get their paddock setup, but to get registered and teched. This not only took pressure off of the volunteers on Friday morning, but also gave everyone time to greet new and old friends and get into the right frame of mind for a DE weekend away from home.

The Potomac-Chesapeake Audi Club (ACNA) joined PCA Potomac this year to make this event a success. We appreciated their driver and instructor participation, assistance and energy in getting this event together and enjoyed having them be part of our program at Pitt Race this year.

the Grid. Lara Peirce made sure everyone was registered properly and signed waivers. Mark Salvador and Ken Larson led the tech team Friday/Saturday and Sunday mornings to get all the cars checked for track worthiness. Drivers were amazed at the amount of wear on tires and brakes.

Registration and Tech started each day at 7 and drivers' meetings started each day promptly at 7:50 with on track driving sessions starting early and continuing without interruption all day with a break for lunch.

At the end of Friday and Saturday, tradition provides for a Happy Hour where participants get together for snacks, beverages and lots of friendly discussions and stories of greatness! As Cinco de Mayo was on Sunday, Pat Kaunitz made amazing margaritas and Guacamole for Saturday Night's Happy Hour, in addition to the usual beer and other snacks.

On Saturday, Sean Reiche (Red Run Group/Instructor) managed the Saturday Lunch Time Charity Laps. This is a DE tradition where anyone can sign a waiver, and drive the track at controlled speeds with no helmet. We ask for a donation to a local charity which for this event was Meals on Wheels of Beaver County PA. In addition to the money raised from the charity laps, we "passed the hat" at the driver meetings, resulting in raising over \$1,500 for a great cause.

Overall, the weekend was a fantastic success and we received tons of support for making sure the Pitt Race DE is an annual event. Many new participants were convinced by fellow members to experience this fun track and were universally glad they made the short trip to Pitt Race. There was not a person we talked to who did not thoroughly enjoy the event.

We all want to be sure to thank and recognize our drivers, instructors, chief instructors, classroom instructors, track stewards, grid marshal and team, registrars, (both before and at the track event), our driver ambassadors, and the social team, all of whom made this DE and all of our DE events work. We also want to thank everyone who took the time to drive out to an away track that might have been new to them - we hope to see them at our future events.

Rain was expected to come and go for most of the weekend, so we were pleasantly surprised to find the majority of our track time stayed dry. The few wet sessions did not dampen the spirit of the drivers. All track sessions went as planned. Everyone managed to work on learning or improving their driving line around this challenging track. Pat Kaunitz and the folks running grid did an amazing job keeping everything running smoothly on





To provide some insight into the enthusiasm prevalent in the entire paddock all weekend, we close with some comments from the participants. In trying to organize thoughts, facts, and memories of our 2019 Pitt Race event, we asked participants for stories, photos and comments to help describe their experience. We were very pleased with a high response, and think that their words best describe our third annual Pitt Race DE. We only wish we had space to include all you sent us.

COMMENTS FROM THE DRIVERS AND VOLUNTEERS:

Joe ElChaar (Black/Instructor): "Of all the many organizations that I engage and instruct with, I continue to believe that Potomac is a first class operation, staffed by genuinely knowledgeable and welcoming professionals, and despite the hectic schedule that could test the patience of Saints, every single official or participant is always ready to advise and assist, with a smile."

Hank Allen (Blue): "Great time was had by all. Improved our driving from last year. "Mastered" the Turn 16 kink. Excellent camaraderie and mentoring of vehicle maintenance. Cinco de Mayo margaritas were super! Pitt Race support and facilities were fantastic. Thanks to all who

made this weekend possible."

Ed Wright (Black/instructor) was joined by his son, Jay, who very much enjoyed flogging "Dad's toy" around PittRace. Jay lives in Cambridge, MA, and this was his second event with PCA Potomac and his first DE in the 981 S. "This car is awesome" pretty much sums up his review. Ed was instructing a Green student as well, so he got to see Jay in action on the track during several sessions, including some fun in the rain.





Lara Peirce (White/Track Registrar): Lara and Jim were able to show off their second look alike Cayman Ss this weekend. The two were only able to be distinguished from each other by interior harness straps – red for "Ladybug" and yellow for "Bumblebee". Lara enjoyed driving in White with her Dad Bob Peirce who is lucky enough to call Pitt Race his home track.

Lara was touched by the Potomac spirit when fellow drivers were in need. Joe Grimsby (White) trailed Steve Bobbitt's Cayman home after Steve's lower control arm broke, right after the high speed kink.

Chris Nolan (Green/First DE) and Jeff Braun (Green) were driving home after the event and spotted Behzad Parvahad's disabled GT4 on the side of the Pennsylvania Turnpike and stopped. The PCA "don't leave anyone behind" theme came thru as Chris stayed with Behzad until the truck came and then



drove him home late in the night.

Jim Musgrave (Black/Driver Ambassador Program): "The ambassador program is getting a great response. I was assigned two Ohio green drivers, Danny Carmichael and Mike McConnell. Both were very appreciative " of information, welcome, and support provide

"I talked with other out of region drivers who really enjoyed driving with us. I encouraged them to come to our other events. So from my perspective, the ambassador program is really working."

Len Goldspinner (Red/Instructor): "Pitt Race is a track that, once driven, you include in your yearly rotation. PERIOD." "Even when the track went cold the events stayed HOT! The social time was chips, dips, crackers and cheeses to go with your drink and of course PEOPLE to share our days antics and plan new ones, catching up with old friends and just having a great time, it was a great time and good way to unwind after a fast day on track!"

Karen Fort (Green): "This was only my second three-day event so I'm still proud to wear the green wrist band. What a beautiful track to drive! Driving my Mini Cooper S with the lowest hp by far in my run group, I can safely say I've mastered the passing signals"

Eric Runnerstrom (Green): "My only "story" is that I had a great time (as always at DE) and I'm finally learning to drive my car (instructors are all good - it's just taking me a while). Regards, and thanks for running the program."

Tom Daniels (Blue/Allegheny Region PCA): "Not that Allegheny doesn't have nice members but Potomac's were even more nice (if that's possible). I personally had the most fantastic instructor (Len) who not only taught me his insightful track do's and don'ts but also shared some priceless life thoughts and experiences that made me rethink my existence (as well as some TMI since, if you know Lenny, he likes to talk). Your happy hour each night was a fantastic was to mingle and meet so many members across all the groups that you wouldn't normally ever have a chance to meet. I started just walking up to the next most animated group of people and asked them for their best track stories. I got one of splitting steel brake lines that weekend (which now I might consider them a wear item) to other track stories of amazement and luck. Regarding the scheduling, the TrackKeeper App was priceless as I must have referred to it 100 times over the weekend and didn't have the typical folded paper version that would have turned into tissue by Sunday am. Although Pitt Race is my home track, the track ambassadors for newbies is a great idea since those new to the sport have their hearts pounding and heads swimming in uncertainties (as I was when I first started). It was a VERY, VERY well-organized event."



Spring Rally – One for the History Books!

Once again Mother Nature provided an outstanding weather day for the first rally of 2019 on April 27. But there were lots of “firsts” achieved on that day. We had the most registrants for a rally since the Wounded Warrior Rally of 2012...and EVERYONE showed up! We had a great mix of veterans and rookies to the rally program (even our President Mia Walsh participated!), and (I think) everyone enjoyed the day.

The rally started and ended at Worthington Manor Golf Club in Urbana MD. After a light breakfast teams set out on a 92 mile drive through Northern Maryland. Since the route was a “loop” bringing them back to the same location, half the teams were sent in one direction and the other half in the opposite direction. We used our now famous “All About the Speed” format where teams are required to add up all the speed limit signs along the route. While the different directions had a different final answer, teams were scored by the closest correct to the answer for their route direction. Before they set out, everyone was asked to “guess” what they thought the final total would be, and that would be used in case of a tie.

Teams were given a 3-hour time limit to complete the drive and add up their answer. One direction had 170 signs, the other 172. Once all the teams returned, scores were tallied while everyone enjoyed a buffet lunch.

We have used this format every year because the concept is easy and it’s challenging enough for both

veteran ralliers and newcomers. We have never had someone hit the answer exactly...until now. There were FOUR teams that nailed it! So the tiebreaker came into play with the following results:

4th place: Matthew and Rebecca Snyder
3rd Place: Michael and Liesel Tavener
2nd Place: Doug Selby and Kim Hart

And the winners were Jeff and Elise Sander! Congratulations to all! The next rally is scheduled for Saturday June 29. Watch the PCA website for updates. Looking forward to another great turnout!

*Story and photos
by Linda Davidson*



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Covered Bridges, Race Cars, a Swap Meet and Camaraderie

PCA Potomac welcomed its first overnight Drive and Dine event of the season on April 19-20, including a scenic drive to Gettysburg Friday and a visit to the Hershey Porsche-Only Swap Meet. Avoiding the oncoming storms that hit later on Friday, 26 members in 15 cars traversed the Maryland countryside from Urbana, MD, crossed the Utica, Loys Station and Roddy Road covered bridges, then stopped for lunch at the quaint Carriage House Inn (an old favorite) and for ice cream at Mr. G's in Gettysburg.

The day drive was highlighted by a first-time visit to the Eastern Museum of Motor Racing (EMMR), a shrine for open-wheel dirt racing (very popular for many years in Pennsylvania and the Midwest) along with drag racing and stock cars. The group was given curated tours by sprint car luminaries including former national champion Lynn Paxton. Features of the museum included Tony Stewart's teenage sprint car ride (where he won his first professional victory), AJ Foyt's early front engine Indy car, and Bill Elliot's NASCAR Ford that barely survived a flip at Talladega in 1994. The museum also features sportswriter/TV reporter Chris Economaki's personal library and archives.

The group finished the day at the Gettysburg Hotel, enjoying happy hour together in the bar, followed by a wonderful private dinner in a corner room overlook-

ing a very rainy Lincoln Square in the heart of historic Gettysburg.

Early Saturday morning, the group paraded up to Hershey (an hour away) to attend the Swap Meet, acquiring various clothes, auto parts and assorted tchotchkes as well as viewing various Concours vehicles and Porsches for sale. Afterward, a number of folks met at Troeg's (some taking a brewery tour) to unwind before heading back for Easter.

*Story and photos
by Glenn Havi-
noviski*





67th Super Sebring

Story and photos
by Hank Allen

*This is the second
part in our Se-
bring coverage.
See last month
for Ken Mark's
piece from the
event.*

*Above: WEC
GTE-Pro win-
ning 911 RSR
negotiates the
bumps in Turn 5.*

After three months of cabin fever it was time for a Florida road trip to Sebring International Raceway (SIR). This promised to be an endurance racing enthusiast's dream week: the Federation Internationale de l'Automobile (FIA) World Endurance Championship (WEC) 1000 Miles on Friday; the International Motorsports Association (IMSA) WeatherTech SportsCar Championship (WSC) Sebring 12 Hours on Saturday; plus a Michelin Pilot Challenge (GT4 and Touring Cars TRC) and; a Prototype Challenge LMP3 race. Each race included access to their respective drivers, paddocks, practice sessions and qualifying.

We drove from Alexandria to Jacksonville in order to be prepositioned for the first full day at SIR. Unfortunately, the Brumos Collection museum in Jacksonville, will not be completed until next year. We arrived at the track at noon Wednesday and parked behind the grandstands and by chance next to the Porsche GT Team North America garage. The Sebring attendance this year was thirty percent greater than in previous years, but the organizers did a fine job accommodating the influx.

Team transporter trucks arrived Tuesday evening and the paddock setup was completed on Wednesday. We checked out the suite above the pits on the main straight. After lunch we strolled through the SIR car museum honoring a few former winners, including

the 1975 winning #25 BMW CSL, the #14 Lowenbrau 1986 Porsche 962 and the #44 Flying Lizard 996 based RSR.

The circuit was reorganized to accommodate the WEC teams. Their paddock and pits were located from Turn 16 to the exit of their pit lane half way down Ulmann Straight. The IMSA paddock completed the remainder of the straight to Sunset Bend (Turn 17). The IMSA pits for their three races were in their normal location in front of the grandstands and suites. The gargantuan Michelin warehouse and its 16,000 tires was located between the two paddocks. It was a constant hive of activity.

The infield consisting of Green Park, Turn 10 and the Spring Break Fan Zone maintained their local color while the "outfield" developed a decidedly international flavor. The PorschePlatz was located at the exit of Sunset Bend. As always, Porsche Cars North America (PCNA) representatives and the Porsche Club of America (PCA) volunteers were busy getting the Platz ready for activities from Thursday through Saturday.

The track itself maintained its character and challenging surface, much to the delight of drivers and fans. Wednesday included practice laps for Prototype Challenge (PC) LMP3 and Michelin Pilot Challenge Grand Sport (GT4) and Touring Cars (TRC). Mid-afternoon was free practice for FIA WEC and Prototype



WEC 1000 Miles and IMSA 12 Hours on One Weekend

Challenge teams. The WEC then conducted night practice laps in preparation for night qualifying.

We were walking down the WEC paddock when we ran into Patrick Lindsey who would do double duty in the WEC #56 Project 1 911 RSR and the #73 Park Place 911 GT3R. Project 1 team owner and driver Jorge Bergmeister had a massive fire during testing the week prior. Porsche shipped in a new car that, according to Lindsey, was better than the original. In the IMSA paddock, Romain Dumas was head first into the cockpit of his #54 DPi Ligier-Nissan hammering away at a stubborn door handle. There were a wide variety of racing personalities roaming the paddock including the Radio Le Mans commentary crew of John Hindhaugh, Jonny Palmer, and Shea Adam.

On Thursday morning the LMP3s qualified followed by practice for all IMSA classes. We had an opportunity to visit the massive Michelin tire mounting and storage warehouse. Tires for both WEC and IMSA were carefully bar-code controlled in and out. Used tires were collected as was rubber residue (clag) from the track. The “tire war” rages with, in this discipline, Michelin having the upper hand.

The Prototype Challenge cars are Ligier JS P3 or Norma M30 chassis that weigh 2000 pounds and are

all powered by a naturally aspirated Nissan 5 Liter V8. Nineteen cars started the very competitive hour and 45-minute race at 12:35. The participants are a combination of young drivers striving to join the LMP2 ranks and gentlemen drivers who help sponsor the cars and are having the time of their lives! The podium consisted of the Robillard Racing #10 Norma M30 P3 of Kenton Koch and Stevan McAleer, the Forty 7 Motorsports #47 Norma M30 P3 of Austin McCusker and Rodrigo Pflucker and the K2R Motorsports #26 Ligier JS P3 of Matthew Bell and James McGuire.

The remainder of the afternoon was a mix of practice for all classes of the WeatherTech Championship and FIA WEC Teams. Qualifying was held for Michelin Pilot Challenge TCR and GS Classes followed by more WeatherTech Championship practice. In 2019 the Pilot Challenge includes two classes: Grand Sport (GS) (400-500 HP/175 mph GT4) and Touring Car (TCR) (300-350 HP/155 mph four door sedans). The evening was capped off by WEC night qualifying for LMGTE Pro, LMGTE Am, LMP 1 and LMP 2. Porsche RSRs #92 Pro and #77 Am took pole position.

Friday morning all classes of the WeatherTech Championship conducted practice followed by qualifying in Grand Touring Daytona (GTD) (500 HP/175 mph GT3), Grand Touring Le Mans (GTL) (525

The Pit Lane was opened to the public for an hour prior to the two-hour Michelin Pilot Challenge race. During the race the WEC and IMSA Driver Autograph Session was conducted in the paddock. This necessitated a sprint from one end of the paddock to the other to get a couple of prints signed by the Porsche Team drivers. The race was exciting but all too forgettable for Porsche. In GS the #39 Carbahn Motorsports Audi R8 GT4 of Jeff Westphal and Tyler McQuarrie was first, followed by #82 BimmerWorld Racing BMW M4 GT4 of Devin Jones and James Clay and the #69 Motorsports In Action McLaren GT4 of Jesse Lazare and Corey Fergus. The first Porsche was the 17th place #7 Park Place Motorsports 718 Cayman GT4 Clubsport of Trent Hindman and Alan Brynjolfsson.

eration will again increase at Le Mans with all four 911 RSRs in the same race. The team manager briefed us on the cars and procedures while mechanics rushed around verifying every aspect of 911 and 912. The werks team was far more guarded with access, no photos were allowed. Customer 911 GT3R teams had been much more open during previous visits. The mid-engine RSR is obviously a much rarer race car!

After lunch, Dr. Daniel Armbruster, President and CEO of Porsche Motorsports North America in Carson, California, conducted a Tech Talk explaining the links between hybrid race cars and the electrification of road cars. Armbruster joined Porsche AG in 2000 and was responsible for the development of the orange and white 911 GT3 R Hybrid race car that raced at the Nürburgring. Most recently, he managed the Motorsport Quality Management division. He described how the use of electric motors has evolved in 911 and 919 racers and how that experience is being applied to the Taycan and the development of other platforms. It also facilitates the development of its Formula E program. He was asked when Porsche would start to produce cars in United States. He unequivocally said, “Porsches are built in Germany.” This includes the huge investment made in Zuffenhausen to build the Taycan. He was followed an hour later by the six Porsche GT Team drivers, who told jokes about each other and in particular the French new-

18 • **der Vorgänger** • June 2019 www.pcapotomac.org



comer, Mathieu Jaminet.

At 3:20 PM the FIA WEC Grid Walk was held in their Pit Lane. After pit lane was cleared, the field did a couple of warm-up laps and The WEC – 1,000 Miles of Sebring (or 8 hours) started at 4 PM with FIA Steward Tim Mayer waving the American flag. It marked the first American-style start for the WEC since the championship's inaugural event at Sebring in 2012. After watching a few laps, it was time for my customary walk around the track. Starting at the Hairpin (7), I walked toward Big Bend (6-5) and crossed over the new two-lane vehicle bridge the banks of which are excellent photo venues. There is exciting action at every turn. Tower Turn and Flying Fortress Straight provide hard braking followed by great passing opportunities all the way to Le Mans (16). At sunset I went out to view Ullman Straight from the Turn 17 bridge. The weather was excellent until late in the WEC 1000 Miles race when rain made the track very challenging.

The race was split into five class battles: Toyota Hybrids; other LMP1s; LMP2; GTE-Pro and GTE-Am. The two Gazoo Racing Toyota TS050 Hybrids raced against each other for the win. To their credit they survived the punishing track and weather conditions. Kamui Kobayashi in the #7 set a new fastest lap time of 1:41.8. That is 1.5 seconds faster than Sebastien Bourdais' Peugeot 908 HDi time in 2009. Rebellion Racing's Mathias Beche had the fastest non-hybrid LMP1 lap of 1:43.7. Fernando Alonso qualified the winning #8 Toyota with a new lap record for the 3.74-mile circuit of 1:40.124. The start was uneventful with no one wanting to lose the race in the first few laps. At the half way point José Maria Lopez in the #7 hit the #90 Aston Martin the damage cost the Toyota over a lap thus allowing #8 the victory.

The next major event to impact the race was the torrential downpour in the final 30 minutes of the race. This caused teams to decide on when to pit for full wets. The Toyota TS050 Hybrids stopped for wet weather tires as the rain intensified. The Jackie Chan

DC Racing LMP2 class-winning #37 Oreca 07-Gibson was on intermediate tires. Their sister car the #38 was leading until it needed repairs behind the pit wall. The GTE Pro and Am class-winning Porsches were on wets. The track conditions were extremely treacherous when Loïc Duval crashed his #28 TDS Racing LMP2 car in the final 10-minutes of the 8-hour race that brought on the Safety Car until seconds before the finish.

Signatech Alpine of Nicolas Lapierre, Pierre Thiriet and Andre Negrao leads the LMP2 standings with a second-place finish. Porsche had great results with Gimmi Bruni scoring his first Porsche victory with his co-driver Richard Lietz. The #92 Le Mans winning Kevin Estre and Michael Christensen finished fifth. Estre spun the #95 Vantage GTE around resulting in a drive though penalty the they did not recover. Porsches are now one-two in the WEC standings. The #77 Dempsey-Proton Racing Porsche 911 RSR of Christian Ried, Julien Andlauer and Matt Campbell continued their strong showing after Le Mans by winning GTE-Am. Team Project 1 continues to lead the GTE-Am standings after Joerg Bergmeister, Patrick Lindsey and Egidio Perfetti scored their fourth straight podium finish. Gulf Racing #86 Porsche 911 RSR was fourth and Dempsey-Proton Racing #88 Porsche 911 RSR was sixth.

Above: IMSA #911 Porsche 911 RSR leads Corvette around Turn 6.

Below: IMSA #912 Porsche RSR would eventually finish fifth.



Why and How I DIY

Story and photos
by Jim Pauli

I DIY, or do-it-yourself, because I enjoy the journey and the destination. If I didn't enjoy it, it would take too long, be too frustrating, and, when my time is considered, cost too much.

The Car

2000 Ocean Blue Metallic with Savannah Leather Interior Porsche 911 Carrera 4 Cabriolet 6-Speed

In 2008, I wanted a daily driver, convertible sports car that would be fun and not have to be babied. It had to fit two adults and two eleven-year-old boys. I would do as much of my own maintenance and repair work as I could. After an exhaustive search, I bought my 911 Cab 4 in Houston and drove it home to Maryland. Over the years, the car has brought lots of joy and heartache. But mostly joy.

Summer 2018 – The First Inklings!

The 911 is no longer my daily driver. On a nice summer day, I am driving the car and stop to fill the gas. After filling the car, I turn the key; it doesn't start. Finally, the third time the car starts. Curious!

A few weeks later, I fill the car, no problems. A month later, it happens again. I start collecting data. I start asking myself: Does it happen only on hot days? Is it happening when the tank is nearly empty? Do I smell gas in the car after a fill up? Is it a vapor lock? Do modern cars have vapor locks? What is a vapor lock anyway?

Fall 2018 - The Engine Light Comes On

If the engine light is flashing – Stop, Do Not Pass Go, Tow Your Car to Your Mechanic. Lucky, this is not the case here. If the engine light is on, you need to read the codes. I have a Durametric Diagnostic Tool for my Porsche. It is wonderful, helpful, and a pain. It only operates on Microsoft operating systems. I use a Mac. I have a 10-year-old desktop computer on a cart in the basement that I have saved just to use for the Durametric Tool. I don't use it.

The Code

I go to Advance Auto and borrow their \$20 code reader. The code reader says: P0446 – Evaporative Emission System Vent Control Circuit. That sounds similar to a vapor lock (although it is not).

I take a picture of the code and clear it. Auto sensors give false positives. Let's see if the problem repeats itself. The car starts. No engine light, though I notice the car is running smoother. It looks like once the engine sensors identify this problem, they modify the air fuel mixture.

December 23 Christmas Party

On December 23, at a wonderful Christmas Party we attend every year, I catch up with my friend Dr. William Wallace and his 21-year-old car racing twins. Bill is a long time Alfa Romeo aficionado and current Giulia owner. These three live and breathe cars. I pondered my fuel start up problems with them. We agree. If one has an issue after fueling, first, change the gas cap.

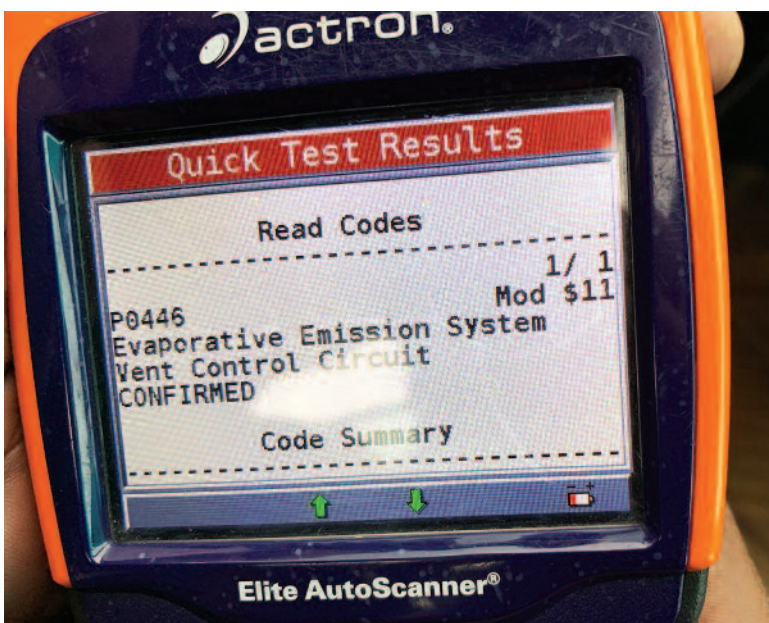
Think, Research, Ponder and Plan

Now is the time to research and think. There are wonderful online Porsche forums with lots of helpful information. PCA has forums by model; Rennlist has forums by model; Pelican Parts has informative repair videos by model. The code indicates that the Porsche 996 Fuel Filler Vent/Bleeder Valve and sensor should be replaced. Some articles suggest one can remove a filter in the vent/valve, clean it and reinstall same vent/valve.

February 25, 2019

I have not been driving the Porsche much. The engine light is off. I am off to my mechanic Hamm Mohammed at TAG Motor Werks to have my rear shocks replaced. The check engine light comes on. I don't want to take it to him with the engine light on. I stop

Below: The code reader showed a fault with the Evaporative Emission System Vent Control Circuit





at Advance Auto, clear the code, buy a \$7.00 gas cap, and drive away.

March 2019

I pick up the car with new shocks. It drives like a dream. I forget about the check engine light. When the gas tank is $\frac{3}{4}$ empty. The light comes on. I go to my always-helpful Silver Spring Porsche Part Manager, Raoul. He says, after my PCA discount, the valve costs about \$160 and the associated sensor about \$30. It is an easy repair. I am about to buy the valve, but then I think maybe first, I should just buy an official Porsche gas cap. I go back and forth buy the gas cap or save time and buy everything?

In the end, I buy just the \$9.00 (after my PCA discount) Porsche gas cap. Its now May 9th. The light has stayed off. The original diagnosis was correct. The experience shows me to be patient, proceed one

step at a time and even with the simplest of items, official Porsche parts or OEM parts matter.

May 7-9, 2019

May 7, a beautiful day, I drive all day with the top down. I arrive home. I push the button to close the top. It doesn't close. In front of my driver's side rear wheel there is a pool of hydraulic fluid. In the past, I have been unable to drain and fill the convertible top's hydraulic fluid. I know I have a problem beyond my capabilities. It might rain on the 9th. On the 8th, I have an all day meeting in DC and then an evening event in Baltimore. Between the two, I drop the car off with Hamm in Gaithersburg.

Today, May 9th, I receive a call from Hamm, both of the top's hydraulic pistons are leaking. Another day, another repair with a 20-year-old Porsche!

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Blazing the Bourbon Trail in a Boxster

What comes to mind when somebody mentions Kentucky? Some people will say that is where Abe Lincoln was born, or they may fondly remember the song ‘My Old Kentucky Home’. Others will say, hey – that’s the Bluegrass State, or think about race horses and the Kentucky Derby, but I think about Bourbon.

The unique alcoholic beverage made with a least 51% corn, balanced with rye, barley and sometimes wheat, using fresh spring water filtered through the limestone shelf Kentucky sits on. Once distilled, Bourbon is unique from other whiskey because of the aging process which must be in charred oak barrels for at least three but usually five to seven years. So, who wouldn’t want to take a springtime road trip to Kentucky to take a tour of the Bourbon Trail and grab an opportunity to drive on the lovely well maintained Kentucky roads and stop off for a taste of the world’s best Bourbon?

Oddly enough, the plan for this trip was hatched last year during a similar outing in Scotland, where my college buddy Eric and I had gone to celebrate the big 60 while doing the Scotch Whiskey trail. Sipping on Scotch, we wondered how we could repeat this experience a bit closer to home, and where we could drive a fun road car instead of a boring rental. Eric’s wife, who is a “horse person”, and therefore well

versed in all things Kentucky, said “you must go do the Bourbon Trail! “

That decided, we only needed to choose a date and time, and decide between driving his Mazda RX-8 or my Porsche Boxster. Being a cabriolet won the day for the Boxster as we eagerly anticipated spring weather and sunny days. Departure morning finally arrived so on Thursday, April 25 we left my driveway in Frederick, MD at 9:59 taking I-70 West all the way to I-68 to Morgantown, WV. Sadly we started out in the rain and the drive down I-79 South through WV was not at all pretty due to the gloomy weather, but we did spot a lot of red bud trees that did their best to remind us it was actually spring. In Charleston we jumped onto I-64 West and took it straight into Frankfort, the capital of Kentucky, a central location with access to many distilleries.

Friday morning the sun was shining, but still too cold to drop the top as we made our way to our first planned tour of Kentucky Cooperage. This is one of about twenty factories across the country that makes barrels for the bourbon and wine industries. We were treated to a factory tour and watched in fascination at the hard work it takes to make American Oak barrels. The highlight of the tour was watching the firing process where the barrel rolls down the rails and huge

*Story and photos
by Craig Morgan.*

flames are shot through the barrels for up to a minute producing whatever kind of char the distillery requires. This particular cooperage provides most of the barrels for Maker's Mark, so it seemed only natural that they should be our next destination.

Maker's Mark is located in a beautiful rural setting where the black painted buildings with red shutters pop out of the green landscape and remind you of why you wanted to make this trip in the first place. The tour starts out in the old Samuel's farmhouse and takes you through the process, all the way to the final step where each and every bottle top is dipped into 400 degrees of deep red hot wax. The gift shop will even sell you an unfinished bottle, and allow you (once properly suited up) to dip your own bottle into the wax for a one of a kind creation. Of course, you are treated to a tasting, and they have a very good café on premises for lunch.

Leaving Loretto, KY, we headed for Bardstown, stopping for brief visits at Willet and Heavenly Hill distilleries until our final destination of the day, Preser-

vation Distillery. Preservation is a small batch craft bourbon family owned distillery which won't disappoint. This was a very different experience after the mammoth Maker's Mark operations. Out in front sits a



neatly restored Dodge delivery truck from the 1930's, its black paint providing a strong contrast to the white Boxster.

On Saturday, we started out at the Buffalo Trace distillery in Frankfort, where distillation began as far back as the late 1700's. The name and ownership has changed many times, but this is one of only four distilleries allowed by the Federal government to stay open through the Prohibition era. During this time, they made "spirits" for medicinal purposes only. In other words, you gave your doctor a good story and he wrote you a prescription, which was filled by the local pharmacy! Of course, there was not much preventing you from seeing more than one doctor....

This facility is very industrial looking, but has a beautiful visitor center, and tours here are free. The tour guides are "good old down home folks" and will provide quite the entertaining experience. Here you can see anything from a very automated process, to a small building where the Blanton brand single barrel is hand bottled and labeled. They also pride themselves on experimentation with ways to enhance and improve the flavors. The tasting is completed with Kentucky Bourbon Chocolates topped with a pecan. Very Southern wouldn't you say?

Now the sun was shining, so the top went down, allowing us to hear the wonderful notes of the flat six boxer engine as we shifted through the gears, and on down the Bluegrass Parkway to visit Four Roses. This is a beautiful facility in a lush rural setting but unfortunately we had not made a reservation here and the wait time was several hours. But it made a great backdrop for a Boxster photo! It seemed lunch was in



order and the staff at Four Roses recommended the Bluegrass Sabre café in nearby Lawrenceburg. Lunch was good and the bread pudding with Bourbon sauce for desert was great, but it was almost a meal in itself. We left feeling very full!

Wild Turkey turned out to be close by, but again we had not made a reservation for tours or tasting. By now you might be realizing that tours fill up quickly on the weekends, so reservations are a must. However, they have a cocktail bar there that overlooks the river, so by late afternoon, it seemed silly not to take advantage of that. We bumped into a couple of guys from our early morning tour at Buffalo Trace and had a lively conversation for an hour or so.

By Sunday we had learned our lesson and made reservations for our last two stops. Woodford Reserve is the home of the “official” Bourbon of the Kentucky Derby and another beautiful rural setting. Here, the two hundred year old buildings are made of native limestone and as at every other stop, the guide managed to make a unique tour out of what is basically the same process for everyone. We had lunch here before moving down the road to visit the Castle and Key distillery. Most unique about this place was that it was once one of the largest distilleries in the state until it was shut down during prohibition, going through several owners afterwards until it went bust again and sat empty and decaying for over forty years.

Now under new ownership, the place is under restoration and they have managed to restore most of the old equipment to normal use. The tour is like a walk back in time, as it does look like a crumbling castle from the front and it is full of antique equipment, with the occasional shiny new piece. As a startup, they are a few years away from producing their first Bourbon. If architecture is your thing, visit them.

And so ends the story. Monday was a bright and sunny, but far too cold to drive home with the top down, so we made excellent use of the Bose stereo instead. The Boxster purred back up over the WV mountains averaging 25 mpg. We arrived home with a few bottles of Kentucky's best to sip on for the summer, relaxed and not at all happy to go back to work.

For those of you who are determined to literally drink your way down the trail, I'd suggest taking along a designated driver, or book one of the many Bourbon Trail charter busses available. But when driving your Porsche is one of the reasons to take the trip, just enjoy the experience responsibly!



• • •

About the author:

I have wanted a Porsche since college, but didn't have the pocketbook for one.

In 2007 I bought a new SAAB 9-3 Aero as my first convertible. It was a fun car, but the torque steer through its front wheel drive annoyed me. My wife's boss is a true Porscheophile and started loaning us his 911 and Cayenne to use on weekends which reignited my desire, but most importantly sold my spouse on a Porsche.

So we began looking for a Porsche to replace the SAAB and bought a 2011 Base Boxster, white with black interior and top. A great car for the this trip and others.

A Ride With Mike

Story and photos
by Mark Fortune
and the Club
Race Team

As a member of PCA Potomac but not a racer - I've found myself doing some pretty cool things as part of Rock the Summit for the past three years. I've flagged, I've worked the scales, but this year I probably did the coolest thing yet.

No, it wasn't volunteering with sound control - which I've been told is a very important part of having a legal, sanctioned race. It wasn't the batteries in the sound monitoring equipment that hadn't been charged before the event. And it wasn't the rain that came in and saturated the sound sensor on the other side of the track. It wasn't the 15 minutes it took to stop the track and de-saturate the absolutely necessary listening device by volunteers sprinting back and forth across the track. It wasn't even when our monitor and other assorted sound device flotsam were pulled from our table, snagged by a vehicle billowing oil, smoke, and a hint of flames.

No, the coolest thing was winning the right-seat position with Mike Levitas during the Parade Laps. Being a charitable kind of guy, I made sure to donate to the philanthropy for this year's race, The Erin Levitas Foundation, and checked the box to enter to win a

"Ride with Mike." I didn't even know who Mike Levitas was when I entered - but boy did I find out Saturday at lunchtime.

After some quick introductions, we loaded into Mike's Porsche 991.1 Turbo S - which he and his band of engineers and mechanics at TPC Racing had transformed into what they call the "991 GT2 RSX." I'd barely closed the door and buckled in when Mike spun the wheels and launched his personal rocket ship from 0 to 60 in less than 2 seconds.

During earth orbit, Mike and I started talking, and a heated banter ensued. "Here I am, a club volunteer," I told him, "getting all the glory and slag while you're doing the heavy lifting."

"I'm fine with that," he said, laughing.

And that was just how the rest of the experience went. Me, having the time of my life, and Mike shining with his beautiful personality and sharing the story of his daughter, Erin.

The Erin Levitas Foundation, I found out that day,

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is a newly minted charitable organization designed by Mike and his family to honor the memory of his daughter, who passed just shy of her 23rd birthday. As many of you heard Mike share, the foundation focuses on sexual violence prevention, because Erin, at just 22, was a victim of rape years before she died. "No family should have to go through that," I remember him saying.

For the other racers, Mike is just another car, an obstacle, that guy that keeps lapping them. But for the flaggers, Mike is the guy we watch and admire through whole sections of the track - the guy who, when we see him in the paddock, is appreciative and supportive of all the volunteers. Getting to know Mike a little bit better, it's easy to see how most of the money raised for the Erin Levitas Foundation this year came from the volunteer corps. Last year over \$14,000 was donated during the club race. This shows that every single dollar counts, from the charity lap submissions to just giving whether it's \$10 or \$1,000. This year, let's double it. For Mike, for Erin, for the future and the kids - our world could use the work of the Erin Levitas Foundation.

For this reason and many others, I thank my lucky stars that I joined PCA Potomac and was able to take advantage of this, and many of the other unique and special opportunities that it represents. Potomac is



truly a "not just the cars" organization - and I definitely felt that when I got to "Ride with Mike" and learn about the people like Mike (and Erin) who make up our PCA family and are doing amazing work outside of driving fast enough to make Chuck Yeager and Flash Gordon proud.

I love being a part of this community and love volunteering with Rock the Summit. I can't wait for another year of working together, being a part of the race, and seeing just how cool it is when the PCA community rallies together around a common goal - whether it's Rock the Summit or helping prevent stories like Mike's or Erin's from happening in the future.

Thanks, PCA Potomac and The Erin Levitas Foundation for this experience. And for everyone else, I'll see you at the races.

...

Stay tuned for how Mike and the Erin Levitas Foundation will be represented at this year's Club Race. If you would like to help with time or money, please contact clubrace@pcapotomac.org and we will connect you with this year's Club Race Charity Coordinator, Dana Carlson.



April 2019 new Potomac members

John Balaguer - 2019 911 Carrera T Coupe - from Leesburg

Barbara Bilodeau - 2007 Boxster - from Oak Hill

David Brown - 2017 Macan GTS - from Springfield

Emile Corneille - 2007 911 Carrera 4S Cabriolet - from Woodbridge

Richard Dein - 1970 911T Coupe - from Annapolis

Conner Desforge - 1983 944 - from Martinsburg

Christian Doyle - 2015 Cayman GTS - from Washington

Brett Fuller - 2014 Boxster S - from Centreville

Joseph Graham - 2016 Cayenne - from Accokeek

Richard Hall - 2006 911 Carrera S Coupe - from Bowie

Paul Harbolick - 2012 911 Carrera Coupe - from Ashburn

Neal Hardie - 2014 Boxster S - from Arlington

Roberto Harris-Barron - 2017 911 Carrera Coupe - from Washington

David Johnston - 2015 Boxster - from Arlington

Carl Kaczmarek - 2006 Boxster - from Clifton

James McNabb - 2019 718 Boxster - from Ashburn

Henry Pachulski - 2018 911 Carrera Coupe - from Reston

Don Padgett - 2006 911 Carrera - from Centreville

Eugene Pentimonti - 1998 Boxster - from Great Falls

Jamie Rudert - 2004 911 Carrera - from Washington

Dan Santimays - 1991 911 Carrera 2 Coupe - from Waldorf

John Sharp - 2014 911 Turbo Cabriolet - from Reston

Shehzad Sheikh - 1995 911 Carrera Cabriolet - from Mclean

Michael Smith - 2001 911 Carrera 4 - from Boyds

Frank Sprtel - 1977 911S Targa - from Silver Spring

Kyle Stumpf - 2004 911 Turbo Cabriolet - from Vienna

Ed Van Buren - 1985 944 - from Alexandria - transfer from Connecticut Valley

James Warlick - from Kensington

Mark Williams - 2011 Cayman Coupe - from Upper Marlboro

Anthony Yu - 2000 911 Carrera Coupe - from Spencerville

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May 2019 Potomac anniversaries

45 Years

Chris & Marsha Swatta

40 Years

Eduardo & Maria Costa
Erik & Jan Severeid

35 Years

D & Susan Robertson
Eugene & Vojislava Russo

30 Years

Roger Harold

25 Years

Glenn & Patrick Cowan
Bob Miller & Gabrielle Von Rabenstein
Donald Zelm & Pat Quinn

20 Years

Alan Helfer & Claudio Lind
Brian & Sean Schmergel

15 Years

Charles Akre
Richard Curtis & Edwin Davis
Emery & Jessica Freeman
Archie & Patricia Mitchell
David & Judy Page

10 Years

Gary & Ann Chevalier
Alain & Braden Drooz
Steve & Mare Fromyer
Michael Handelman & Mary Malhiot
Marshall & Suzy Mandell
Diane Sullenberger & Scott Antonides
Richard & Cheryl Yentes

5 Years

Ed Carden & Joyce Cardon
John Cho
Kevin & Brandon Cossaboon
John & Vincent Coviello
Frank Dickey
George Heine
John & Peter Heller
Basheer Ilyas Sr & Bradley Lee
Gregory Jay
Gerald & Tim Ritzert
Jeff & Briget Wynne



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 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.

Advertisers' index

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

Readers and Their Cars

*Right and Below: Hershey
Swap Meet Drive and Dine
crew. Photos by Glenn Havino-
viski.*





Left: Porsche enthusiasts and instructors gather for the Porsche track experience at Summit Point. Photo by Michael Sherman.

Below: Jim Pauli standing next to his 2000 911 Carrera 4 Cabriolet.





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Porsche at Sebring. Gimmi Bruni at speed in his then third place WEC 911 RSR. Photo by Hank Allen.

