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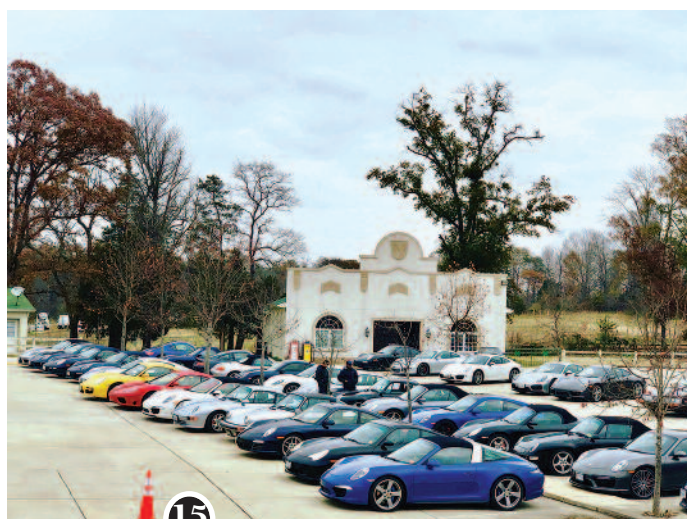
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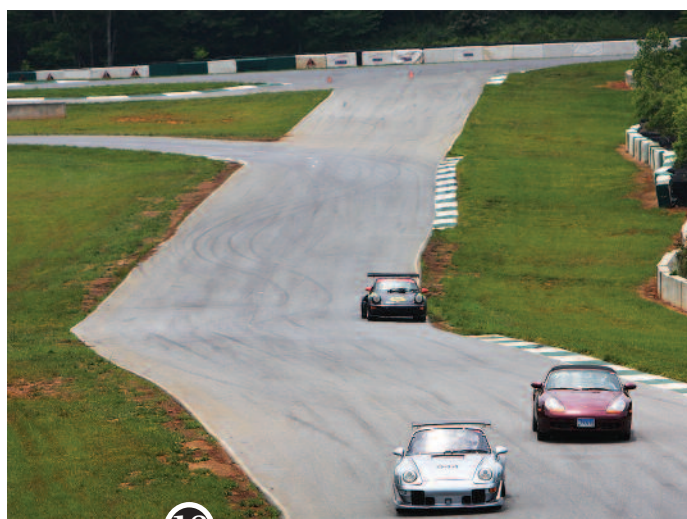
Cover photo: The 911 GT2 RS. Photo by Tom Neel.



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der Vorgänger

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of the Founders' Region, Potomac,
Porsche Club of America.

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Is that your Porsche in the driveway?

This past weekend I took my Porsche for a nice long drive with some friends and we shared a good meal. The weekend prior I took my Porsche to a local motorsports park and learned how to pass on a curve. This coming weekend I will drive my Porsche at speed on a world class motor sports track. On the next sunny day I am going to shine my Porsche to perfection and have it judged by experts. In a couple of weeks I will drive my Porsche through a series of orange cones laughing the whole time.

A good weekend is one in which I have minimized the time my Porsche is parked in the driveway. In this issue of dV (every issue for that matter) we have no articles about Porsches parked in driveways.

We do have pieces on the extensive opportunities provided by Potomac PCA to drive your Porsche just for the sake of doing something fun with this car that you really like – I mean it's not unthinkable that many of us love these cars – so why ever let a good weather weekend go by without having fun in it?



Glenn Cowan




Michael Sherman

Each of your club's activities is planned and managed by a dedicated cadre of member volunteers. This issue of your magazine is mostly about them reaching out to you in hope that you will either keep enjoying the fruits of their labors or will try out one of these activities for the first time.

If you don't take advantage of all the work that goes into planning and executing these programs than, no matter how much you like your Porsche, you are not getting the full measure of value for your ownership of it.

When you get back to your office on Monday no one will want to hear about how you own a Porsche that sits in your garage - but a lot of folks would be interested in hearing about the really fun, exciting, challenging activity you were able to engage in because of it. Get your car out of the driveway and use your Porsche to Autocross, go on a Drive and Dine, compete in a Rally, track out at Driver's Education - use your Porsche – don't just look at it!




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Six Years Ago, a Porsche Saved My Life

Having several years of PCA Potomac High Performance Driving Events (HPDE) under my belt, it had become SOP for “eyes up” driving, proper hand placement and situational awareness behind the wheel of my cars, both on and off the track. When a Honda crossed the road into my lane and swiped the car in front of me, I knew what was coming head-on quickly thereafter. In an instant, I used my HPDE training and applied the brakes, then off the brakes and turned ever-so-slightly to the right to protect my precious cargo (our two young daughters) and followed with a quick prayer. A loud crash followed, airbags deployed, cell phones flew, and we came to an abrupt halt. After checking in with both of our girls and our 3-month-old puppy, Cooper, I was able to find my phone and called 911 immediately.

An off-duty 1st responder was in the opposite lane and saw the entire incident. While speaking to 911, he told me to say some key words, which I don't remember, but which alerted the operator that it was a grave accident and a helicopter should be alerted. We sat on the closed road for four hours while the responders in the two firetrucks, helicopter and police cars did their jobs.

The devastation of the Honda itself was a sight I will never forget and the vision of the two young adults (aged 21 and 22), unconscious and bleeding, is also burned into my memory forever. The passenger of the car that struck us was medivacked out while its driver was taken by ambulance, unaware that he had fallen asleep at the wheel at 3:15 in the afternoon.

Our car, a 2013 Cayenne S, did exactly what the German engineers designed. The front panel compacted and the entire interior cabin became a safe-haven for my family. The safety features in the Cayenne (anti-lock brakes, traction and stability control, a full complement of airbags) worked cohesively to keep us stabilized during the impact. We remained practically unscathed, except for a slight airbag burn mark, a bruised knuckle and a drop of blood on the nose of our puppy.

Months after the accident, I reached out to the mother of the passenger to see how she was recovering. The mother began to cry and said that once in the emergency room during surgery, the doctors noticed something awry. After testing, the doctors found that she had a rare form of cancer, stage 1, which never would have been identified without the surgery caused by the accident. The mother said that the accident actually SAVED her daughter's life from a cancer that would have taken her later.

My daughters and I know that the Porsche saved our lives, or certainly saved us from physical trauma. Our faith leads us to believe that the accident also saved another life, that of the young girl, whose cancer treatment started day 2 in the hospital. Though the Cayenne is not required to be crash tested by either of the National Highway Traffic Safety Administration or the Insurance Institute for Highway Safety, our personal crash-test made us believers in the power and security of Porsche design, safely enveloping us whenever we are on the road.

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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.



March

- 2 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 9 Instructor and Instructor Candidates Refresher, Jefferson Circuit
- 10 HPDC Jefferson Circuit, Summit Point
- 15-17 Zone 2 VIR
- 16 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11 am - 1 pm
- 23 Board meeting and new member luncheon, 10:30am - 1pm
- 30 Drive & Dine Wine Bootcamp, Little Washington
- 30-31 DE Summit Point Main

April

- 6 The Distillery Drive & Dine
- 6 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 13 Autocross #1, Summit Point Cone Pad
- 14 Tech Inspection for Pitt Race
- 19-21 Hershey Drive & Dine
- 20 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11 am - 1 pm

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Dulles, VA

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

Winchester, VA

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

Bethesda, MD

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

Potomac Monthly Brunches

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

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

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







Porsche Love

My wife Kim and I joined the PCA in 1989 shortly after we bought our first Porsche - a basket case 1967 911S for \$2,500. Months later, after she caught fire, was hit from behind by my little brother, painted and made mechanically sound with the help of Al Collins @ Authority, we entered our first PCA Potomac AutoX held on the lot of Electrodyn in Alexandria.

We put thousands of miles on that Guards Red Porsche and in her I attended my first 356 Registry Event at the Porsche 356 Registry Holiday 1989 XV in Jiminy Peak, Mass. The car mostly ran perfect except like clockwork the Bosch Starter motor would die every year. I told Kim she never looked sexier than when she push started me in high heels. She once got a standing ovation from folks at an outside café who

witnessed this... And since then we have been doing events and having fun in Porsches!

That first 911 we sold for \$5500 to help purchase our first house for and I felt I had ripped the guy off as the floor pan was flintstoning away!

In the early 90's old 356s of which there were many in the Metro DC Area came cheap, so I purchased several and got the rodent houses out of them, made them mechanically sound and sold them for a small profit. I also met Chuck Beck, bought one of his cars and with the help of Lewis Hauser of Karosserie and many many real bits and pieces of period correct Porsche parts turned our 550/1500RS Spyder into the finest homage daily driver on the planet! It has been

*Story and photos
by Mike and Kim
Copperthite*

driven to Sebring and back and has participated in D.E. Autocross, Laps 4 Charity, rallies and more.

We have been race enthusiasts and love the cars, (and have passed this love down to our daughter) the folks that raced them, the history and meeting people who have the same interest. I was the first to take PCA members to the Indoor Karting Center at Dulles and over a decade later won the Potomac PCA Karting Series! Seat time in a our street Porsche led to a second place in the SKUSA Shifter Karting Winter Series S2 class racing against folks with the names of Rahall, Andretti, Montoya, Millner, and other professional drivers from IndyCar, F1, and the Lemans series. It also led us to a test drive in an ALMS LMPII car.

Our latest Porsche is the Willie Wonka Golden Ticket of Porsches. We have always loved the pure lines of the early 356 Porsches and have been looking for the right one for decades. In early Fall 2009 while reading the bulletin board on the 356 Registry about a “not worth the asking price” 1953 pre A rust bucket and the owner would not respond to any posted questions about the car. So I went to the library and found a phone book that had the seller’s contact info, I called, he answered, told me he thought the car had raced, was complete, and that it was sold for the balance due (on the storage bill) by the second owners

wife who got divorced and did not want to pay anymore. So the storage lot owner posted a note for sale at a local PCA meeting in Wisconsin for the asking price of \$117... in 1969.

Flash forward to 2009. After Lewis Hauser assured me we could get our money back by parting it out (if it was not restorable) we purchased a 1953 Pre A Super Coupe and had it shipped to Karosserie, LTD.

We then spent the next 5 ½ years having her restored to as she had raced in 1953 and with the help of Porsche of Germany and the family of the original purchaser from Hoffman Motors of Chicago, Paul van Antwerpen we have been able to discover much of her history.

We found that our car was race prepared by the factory and was then sold to Mr. van Antwerpen (who was a shareholder and co-founded Road America) who sold War Surplus for safety and timing trackside and raced our car in the Airport Series of the SCCA at the dawn of Porsche dominance in Road Racing in America scoring several wins and many podiums.

In 2015 one month after being completed Porsche invited us to race her at Rennsport V. She has since been an Ambassador for Porsche at many events, from





Amelia Island where she took second losing by just a few points to another Lewis Hauser restoration that just sold at RM in Monterey for \$1,017,500. She has done the Grand Ascent Hill Climb at Hershey, PCA Potomac Auto-x, Drive and Dines, Rallies, Laps for Charity, and she just completed a 1,200 mile journey from Washington, DC to Asheville, NC participating in the 2017 Treffen.

My family started a business baking pies in Georgetown in 1885 which became the largest pie baking concern on the planet and by 1913 we had over 230 wagons, 600 horses and 15,000 employees baking 65,000 pies a day nationwide. As our way of giving back we run a small pie company foundation that donates all the proceeds and many pies to the community. The Founder my GG Grandfather had a trotting and pacing race track in Burke, VA and there is where

motorcycle and car races were held at the track too! (This maybe where we got our love for all things Fast)! We own a 1914 Model T. Pie Truck that our family bought new in 1914. It has three pedals on the floor and none of them are the accelerator. It is the hardest vehicle to drive we have ever gotten behind the wheel of.

Hope to see you out there at some PCA event!
Cheers.



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Drive and Dine in 2019

Imagine Porsche events where you can combine driving (just like DE and Club Race but without helmets and within the law), primping your car (just like Concours but you get to go a little faster), and partaking of fine dining and other destinations (just like Rally but without prizes and the navigator yelling and screaming). Drive and Dine events provide the opportunity for Potomac members to explore the wonderful blue roads of the Mid-Atlantic and nearby areas, as well as some of the hidden culinary gems and attractions in Virginia, Maryland and even surrounding states. Our events range from the simple First and Third Saturday brunches every month to day drives and finally, overnight trips.

Our First Saturday brunch is at CityGrille in Manassas, VA. Our Third Saturday brunch is at The Irish

Inn in Glen Echo, MD. We usually meet by 11 am. Occasionally, depending on weather, we will be doing a few scenic drives after the brunches to distilleries or other attractions, or maybe just for ice cream.

On other Saturdays or Sundays during the spring, summer and fall, we have various day drives where we can enjoy spring in the countryside, summer in the hills or fall foliage, as well as fine dining and/or libations. In addition to Wine Bootcamp in early spring, we will host two Spring Drives this year, two Fall Drives, and finally, our season-ending drive to Morais Winery and Vineyard in November. In coordination with other committees, we'll have drives to Potomac events like PorscheFest at Summit Point (this year, on August 3) as well as Concours events such as Gathering of the Faithful in Shepherdstown, WV (August 31) and European Festival in Winchester in late September.

Overnight events (including 1 to 2 night hotel stays) include a drive to the famous Hershey Porsche-Only Swap Meet on April 19 and 20 (this year including a stop at the Eastern Motorsport Museum), the Lighthouse Drive to Southern Maryland in June (stay tuned to our calendar and web page for further information), the epic Virginia Highlands drive July 19-21 to Hot Springs and surrounding Bath County, VA, and this year, for the first time, a drive to visit the homes of two of our early Presidents (in August).

Glenn Havinoviski and Ken Harwood, D&D co-chairs, will lead several events, along with veteran leaders Alex Lunsford, Ted Whitehouse, Michael Dougher and John Eberhardt. Committee newcomers Alan French, Larry Finkel and Harvey Kabran will also be co-leading several events. Greg Nichols also leads the annual 928 Frenzy in late September.

As always, we look forward to having you enjoy the drive with us!

*Story and photos
by Glenn Havinoviski*





Autocross: What It Is and Why You Should Try It

Story by Jeff Braun and Steve Bobbitt. Photos by Tommy Greco.

When Ferry Porsche set out to build the ultimate sports car, it is doubtful that he intended it to be solely used during bumper-to-bumper commuting, although Porsches are quite adept at this. Let's be honest, these cars were made to be driven. Hard. But how does one safely do this in today's era of heavy traffic, speed cameras, and no autobahns?

Autocross is the safest and most affordable way to learn the limits of your car, and it's loads of fun! Autocross (also known as "Solo Racing") is a timed motorsports competition where drivers compete one at a time for the fastest time. Each event has a unique course set up on a large paved surface defined by orange cones. Runs take around a minute to complete, and can have as many as 30 turns! The first time you go out, your primary goal will be to get through the course correctly at whatever speed you find comfortable, while veterans are fighting for hundredths of a second with mere inches of precision in their driving lines.

For those of you who have never driven an autocross, it can seem a little intimidating; yet getting started is actually quite easy. You can learn the ropes by attending our autocross school on May 19th at Summit Point, or simply register for a normal season event. We have experienced driving coaches available and there are always friendly people around, so don't be shy to ask for help if you're unsure of what to do.

Autocross is straightforward to learn, especially with the help of our experienced driving coaches, and can take a lifetime to master, which is why many of our members participate year after year. Here at PCA Potomac, our events go beyond just the racing. We are a welcoming social group that has just as much fun off the course as on. We look forward to chatting with you during and after the event to get to know you better.

Be prepared to be at an autocross event for most of the day and to arrive early, especially if it's your first time. Be sure to check specific arrival times for whatever event you sign up for on motorsportreg.com. You will spend the day alternating between driving, working the course, and resting.

New for the 2019 season, heats and run groups will be organized a little differently than previous years. Drivers will be broken out into three groups. The day will be broken out into six 45-minute sessions. During a given session, one group will be driving, another working the course, and the third will be resting. Six sessions with only three groups means that each group gets to do each role twice. This means you will only work the course for one and a half hours total, broken into two





stints! For the new people reading this article, you are lucky, as folks used to work for two and a half hours straight.

Rest time is a new concept for our region, and it is a perfect time to get some lunch, socialize with your fellow autocrossers, and watch how others are running the course from the viewing area. Don't go too far, though, because your chance to run again is just around the corner when you are resting!

What should you bring to an autocross? We provide water, other beverages, and snacks throughout the day, as well as continental breakfast and lunch. We also have helmets (on loan from OG Racing) for you to borrow if you want to try autocross before committing to purchasing your own. We do highly recommend that you bring sunscreen, a rain jacket,

sunglasses, and a plastic tub for your belongings in case it rains.

When you arrive for an event: park your car in any open space, proceed to the registration tent with your driver's license to sign in, empty all items from your car, complete the on-site tech, and then join the rest of the folks around the breakfast table for some coffee, food, and conversation.

If you are unsure whether autocross is right for you, then come to your first event as a spectator to get a better sense of how the events run, and we can even get you some rides with our coaches. Have any questions? Please email us at autocross@pcapotomac.org. We look forward to meeting you!



2019 DE Snapshot

Story by Bob
Mulligan and
Susan Kimmitt,
DE Chairs.

This year, our DE (Driver's education) program presents 9 activities: 2 HPDC's (High Performance Driving Clinics) and a bunch of HPDE's (High Performance Drivers Education) events. The HPDE (or just- DE) events this year include 5 "home" DE's at Summit point, West Virginia and 3 "away" events. All of our events are on the weekends.

Our HPDC introduces beginners to the basics of high-performance driving. This includes both classroom instruction and hands-on instructed exercises in your car. Exercises include braking, slalom, and skid pad exercises in the morning and finish with an afternoon of at-speed lapping on the Jefferson (Shenandoah) circuit. Car sessions are all done with an instructor in your car. The HPDC is planned to be the entry into our regular DE track events and is the key to providing early students with a base on which we can build a solid core of expertise as they progress through the DE program. Everyone loves this event – students and instructors.

Our DE events are for 2 or 3 days and include as much track time as we can fit into the schedule and as much instruction as we can offer to our student drivers. This includes some classroom time instruction, but much more at-speed track time learning the art and science of high-performance driving. The home events this year include a 2-day DE at the Shenandoah circuit and 4 DE's on the main course. Two of these are 2 day, and 2 are 3 days. We have skid pad availability at all of these home events, and have some great instructors who specialize in teaching you how to get the most out of the skid pad.

Starting this year we will have a team welcoming drivers new to PCA Potomac DE events. We have named this the driver ambassador program, and these volunteers will reach out to new participants and offer

a point of contact where questions can be answered, directions given, or just be a friendly voice (or email) out there to reduce confusion and / or anxiety. Those who are accepted into our event and are new to PCA Potomac will likely get an email offering this contact, which is there for you to use only if you want it.

We start the driving season this year with our instructor refresher on March 9 followed by the spring High Performance Driving Clinic (HPDC) on March



10, both held (at the Jefferson Circuit) (**for the first time at the Shenandoah Circuit) at Summit Point, West Virginia. Next is our National Instructor school on Friday, March 29 followed by the first DE of the season March 30 and 31 – both at Summit Point Main Circuit. You can see by these March events that we spend a lot of time and energy in training and updating our instructors. All of us who have the pleasure to instruct students on the track regard this as a privilege that rewards with both new friends and improvements in our own driving skills.

This year, we opened registration early for our first

away event at Pitt Race, located outside of Pittsburgh, Pa. to help attendees plan ahead for this great event. The thrill of learning a new circuit is a truly wonderful thing and shouldn't be missed. The comradery and energy generated at an away event is often a step above that seen at home events in Summit Point, so everyone should make plans to come out and play with us at a world class track that is not too far from home for most of us. Pitt Race DE is May 3 – 5 2019, and we have plenty of space for everyone to sign up.

June 1 – 2 is a DE at the Shenandoah Circuit at Summit Point. This is an interesting and unusual track designed by the late Bill Scott to reflect the best

points of famous tracks he had experienced in his racing career. It was designed to be a teaching track with a lot of possible configurations to allow flexibility in instruction activities. This track pays dividends on driver technique, smoothness and accuracy with far less emphasis on horsepower. June is a beautiful time to be driving out in West Virginia, so come out and try this event.

Next is Watkins Glen in the Finger Lakes of New York – June 14 – 16, a 3 day event. Everyone who watches any kind of road racing has seen a race at the Glen. Anyone who has been bitten even lightly by the speed bug wants to drive Watkins Glen. What better way than with a couple hundred of your best friends. This event has become a tradition with PCA Potomac from the days before GPS, when we would caravan

a group of 15 cars winding through the Pennsylvania and New York countryside to the present with people meeting up in more reasonable groups to drive much improved roads up to the Glen. Those who have been going up there for a while can all give you stories of memorable Glen trips, usually involving the bar at the Seneca Lodge, the traditional evening track walk, or evening dinners at local restaurants. Come with us and make your own memories.

July 12 – 14 is our Mid-Summer DE at Summit Point Main course. This year is a 3-day event for both students and instructors. Lots of track time, lots of in-

struction, lots of time with friends and tinkering with cars. The smell of hot tires and brakes in the summer heat- can't beat that. This event usually hosts young visitors from the Victory Junction Youth group. Here they get to experience the track first hand, including parade laps, being a passenger in a car driven by experienced instructors on the skid pad, and a prepared lunch. And as an award, at the end of the day, we have the appreciated and anticipated Happy Hour where we can schmooze around, tell lies, tell bad jokes, nibble on snacks and drinks, and generally cool down and enjoy being part of the community that is PCA Potomac at home at Summit Point.

August 2 – 4 is our PorscheFest event at Summit Point Main circuit. This year, in addition to the DE, we plan for several other activities to broaden the experience in celebrating our love affair with Porsche cars. Several things we are working on fitting into this weekend include an Autocross sponsored by the Chesapeake PCA region, a "Drive and Wash" course, our Drive and Dine group will join us for parade laps, our yearly catered dinner and beverages at the point, and some other events that have not been nailed down yet (more to come in the future on this). We hope that this line up will attract and involve everyone who likes their car and appreciates visiting with friends, and that you will consider making the easy trip to Summit Point to be part of it all.

VIR – Virginia International Raceway – Labor Day weekend. August 30 – September 1. Another yearly tradition that everyone loves. What can we say except that this is another world class track with a 3 day event that ends on Sunday of Labor Day weekend, so you have an extra day to drive home and / or unpack. If you have never seen a country club for drivers, you need to come to VIR.

September 7 is our end of summer HPDC. This will help those who have gotten an interest through the season get ready to start our DE program in March of 2020.

October 26 – 27 is our last DE of the season and will be at Summit Point Main circuit. This is fall driving at its best and the best way to wind up a successful season of performance driving! Please come out and spend some time with us this season.

We plan on being safe, having fun and learning something. You can sign up at Motorsportreg.com now for all events. Please do so as soon as possible.





2019 Rock the Summit Club Race

Story by Pat Kaunitz (Club Race Chair) and Donna Amico (Club Race Vice Chair). Photos by David Spohn.

The 2019 PCA Potomac Rock the Summit Club Race will be held on September 20th, 21st, 22nd at Summit Point Motorsports Park. Once a year our region has the honor of hosting a PCA Club Race. But this is not just an honor in words, but one that comes as a result of a ton of hard work by a dozen committee members and a hundred+ volunteers as well as the generous contributions of over 30 sponsors.

The PCA Club Racing program is an organized race series presented to those PCA members who want to take their high-performance driving skills and their cars to the next level. After much preparation both to their car and in honing their track driving skills, prospective racers must apply well in advance to the National Committee for a Club Racing license to participate. The program was created by Potomac's Alan Friedman 27 years ago and is guided by three main principles: the racing should be safe, friendly and consistent across the regions. Since its inception PCA's

program has grown to become the largest single marque racing series in the world.

The 2019 Club Race is bound to be an exciting event. In addition to many classes of modern Porsche racecars, the Vintage group returns. We are also honored to have been chosen by the 944 Cup series as the host for the National Championship Race which will occur on Saturday afternoon of the event weekend. The races are Sprint length (30 minutes) and Enduros (90 minutes).

Club Race weekend is a great opportunity for the general membership to come out to either volunteer or as a guest to view the races and take part in some of the more social aspects such as the Friday Track Walk and the social hours and dinner each evening. Volunteering at Club Race is THE single best way to get close to all of the action, learn more about the sport of automobile racing and to walk away with some awesome swag too!

We will also partner again with the Erin Levitas Foundation to raise some funds for their worthy cause. The Erin Levitas Foundation envisions a future with education for youth and young adults to prevent sexual assault and help victims heal. Stay tuned for how you can be a part of our efforts.

Join our Facebook group PCA Potomac Club Race to stay informed. Any questions, comments or offers to help can be emailed to clubrace@pcapotomac.org.

See you at the races!



What is Rally?

After planning road rallies for PCA for 10 years, the most frequent question I get remains: What is a Rally? I liken it to a scavenger hunt in your car, a way to spend an afternoon driving your Porsche on some great roads with a friendly competition built in.

Rallies start at a location with a large parking lot and facilities, usually about 30 minutes before the scheduled start time. This gives everyone a chance to handle all the required paperwork and time to admire the other Porsches you will be competing against. After a short drivers' meeting, navigators are given a packet with the driving instructions and all the clues to solve the "gimmick" part of the rally. We have an assortment of formats we use, all designed to keep the playing field level regardless of experience with previous rallies. Drives are usually about 75 miles and take 2-3 hours to complete. We end at a restaurant where everyone can socialize while scores are tallied. Trophies are awarded to the top three teams.

The intention of a rally is to have fun spending a day cruising winding country roads in our Porsches while also spending a day socializing with others that have the same automotive passion, and to just have a pretty good way to spend a sunny afternoon – or even a rainy afternoon.

• • •

Editor's note: My wife and I try to do every rally. They are fun, the roads are challenging but not dangerous, the competition is real but friendly, the food is good if not necessarily good for you (which explains why it's so good), my wife/navigator gets to instruct me without objection and we enjoy socializing with other Porsche enthusiasts – who could ask for more? –Glenn

*Story and photos
by Linda David-
son.*



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Community Service

Potomac's Community Service activities include Charity Laps at track events, donations to needy causes, and an annual day at the track for Stafford Junction kids.

The Charity Laps have been a constant at track events for many years and provide an opportunity for non-track participants to take their car on track behind pace cars piloted by instructors for 20-25 minutes of 50 or 60 mph (track-dependent) speed-limited laps around the track for a \$20.00 donation. 100% of the donations are forwarded to Meals on Wheels programs near the tracks Potomac attends.

What's particularly nice about the Charity Laps is that helmets aren't required, you can drive your SUV, take as many passengers as can be secured by seatbelts, and if weather is chilly or raining, you may leave the windows up. We conduct the Charity Laps at lunchtime on the Saturday during DE's (Driver Education) events at Summit Point, Pitt Race, and VIR, so check the Potomac calendar and watch for the Potomac PCA Eblasts announcing the Charity Laps a couple of weeks before each event. If you're nearby and/or attending the event with a friend/partner and would like to participate in the Charity Laps, contact the Community Service chair at community-service@pcapotomac.org and we'll add your name to the signup sheet.

Potomac's primary donations go to the Erin Levitas Foundation (<https://erinlevitas.org>) who's focus is "Educating Youth, Preventing Sexual Assault, Helping Victims Heal". Potomac members are encouraged to view the website and make individual tax-deductible donations to the foundation.

Annually at Potomac's July DE at Summit Point Raceway, Potomac hosts kids and chaperones from Stafford Junction (<http://www.staffordjunction.org>), a faith-based nonprofit organization that serves high-need children, youth and their families residing in Stafford County.

Potomac volunteers host guests, serve lunch, and wash the Stafford Junction van. Some volunteers are

paired with a guest and tour the paddock to view cars and often sit in the driver's seat of the always generous owners. Before lunch we take our guests on skid pad rides courtesy of the BMW club instructors who support our events. The kids refer to the skid pad rides as "drifting" and it's their favorite activity of their visit. During lunch we provide volunteers and our guests a nourishing meal and drinks and a chance to cool off from the typical July swelter. For the past two years, Nando Pinto has shown the kids his 2006 Dallara Pro-

Story by Chip Taylor



totype, picks a lucky kid to start the car, and relates his own early life and how he became successful. Since most of the kids are from low-income homes, Nando's words connected with many kids. We say goodbye with a bag of goodies courtesy of Potomac members.

If you would like to help host our guests in July, all Potomac members are welcome to host a guest or help with lunch setup/cleanup. Look for an initial volunteer appeal via Potomac's Elblast in June for volunteer opportunities at the July DE at Summit Point. If you cannot volunteer, consider making a tax-deductible donation to Stafford Junction.



The New 992

Porsche Races Ahead, and Leaves its Critics Behind – Again

*Story by Sydney
Butler. Photos
provided by
Porsche.*

The 992 premiered at the Los Angeles Show in November. By now you will have viewed photos, read press reviews and checked out Web forums. By now journalists will have adored it—“Perfect in Every Way”, “Better Than Ever”, The Legend Lives On”, etc. And by now the critics (including some Porsche “enthusiasts”) will have carped that it’s “boring”, “too expensive” and an “evolution” when a “revolution” was needed.

Ho hum. As I enter my 50th year as a PCA member, I am hearing the same song, 50th verse. When I bought my 1969 Signal Green 911S, Autoweek, Car and Driver and Road and Track all raved about Porsche’s handling, performance and racing successes. But critics whined it was too expensive, not as powerful as a Camaro or Corvette, and not as exciting to drive as the beloved 356. I remember sitting on a panel with Peter Gregg—already fabulously successful in the Brumos racing 911—as he was being told by a “purist” that the 911 had lost the unique soul of the great bathtub racers of the 50s and 60s. Gregg replied casually that he could take any street 911 and dominate any 356 racer on the planet.

But let’s set aside this history, and look at the facts of this 8th generation 911. As a Porsche admirer, you can decide for yourself. Here goes:

1. Through a combination of larger turbochargers, improved air-cooling and injection systems, and a newly designed 8-speed PDK transmission, the 992S now develops 450 HP and 530 NM of torque (compared to 420 HP and 500 NM in the previous model). It is certainly worth noting that the new PDK is now designed to be compatible with future hybrid drive systems.

2. The new 992S is five seconds faster than the 991.2S around the Nurburgring. (After 12 laps the new car would be a full one-minute ahead). Certainly some of this improvement is attributable to the 20mm forward movement of the engine mounts.

3. The 992 is 45 mm wider over the front wheels, and 44mm wider over the rear wheels. Every reviewing journalist has commented on the improved front-end stability and turn in. The body dimensions are now the same for the 2S and 4S models.

4. For the first time ever on non-GT models, the new car has larger diameter wheels in the rear (20 inch front, 21 inch rear).



5. The rear spoiler is wider, more variable, and provides more downforce than the previous model.

6. The interior is completely redesigned, with new gauges, a 10.9-inch PCM touchscreen, and an emphasis on the more horizontal design of the early 911 models of the 1960s and 70s. (In my view, the interior of the 991.2 series had become embarrassingly outdated).

7. The 992 is now fitted with a Wet mode to alert the driver to switch on systems to improve handling and safety in dangerous conditions.

There are numerous other exterior design changes that present a sleeker, cleaner and more modern image—a continuous horizontal rear light strip, flush door handles, integrated rear brake light, and even new exterior and interior colors (Gentian Blue, Agave Green leather). The result is a more integrated, stylish and aggressive look.

So, those are the facts. Now to those decades-old complaints. Is the 992 boring? Certainly that's a matter of personal taste. I guess one has to decide if a sports car is boring when it can be driven effortlessly daily, and then be instantaneously transformed into a rocket that fires to 60mph in 3.3 seconds (and keeps accelerating to 190 mph).

Too expensive? Again a matter of your point of view. Mine is that the base price of my 2001 996 Turbo was \$108,000, while the base price of a new 992 S is \$113,000. So for \$5000 more I get a car that's 18 years newer, accelerates a full second faster to 60mph, reaches a far higher top speed, and is indisputably safer, more responsive, more powerful, more comfortable and more modern overall. And I don't know of any modern day competitor that, for that price, can come close to this performance level. I'd

call it a supercar bargain.

And now what about this evolution/revolution thing? Let's dispose of the revolution complaint first. Revolution is defined as a complete replacement of an existing order. So do critics want a Ferrari or Lamborghini clone? Do they want more scoops, more exciting design cues? Porsche has wisely rejected this design by revolution approach, and has thus secured the 911s enduring appeal for now onto 53 years.

Evolution is defined as the process of gradual change or diversification. At first glance, one could say the 992 is a gradual change from the 911.2. Same general shape, only 30 HP more, etc. But the very fact that Porsche has maintained the classic shape has blinded critics to changes that are quite dramatic. You cannot see the extra 30 HP or the 5-second track improvement. You cannot see more precise turn in, or the new PDK. And worse, the focus on the classic exterior shape leads one to underappreciate the truly "revolutionary" changes to the interior (which after all is where the driver has the most direct interaction with the car). If you don't think the 992 interior is revolutionary, your last name is probably Marx.

So in the end, Porsche asks you to regard, not judge, its new 992. To consider the enormous improvements to performance, handling, safety, communication and entertainment. To consider its respect for the past and its preparation for the future. To consider that real change is not about catching the eye, but about constant engineering and adaptation and building on success, as it is in racing.

I'm too old and have heard too many old opinions. I've considered. I'll take mine with Chalk exterior and Agave Green interior.

The interior is completely redesigned, with new gauges, a 10.9-inch PCM touchscreen, and an emphasis on the more horizontal design of the early 911 models of the 1960s and 70s.



Truban Motor Company Unveils Their GT2 RS

*Story and photos
by Tom Neel.*

John and Charlene Truban of Truban Motor Company actually celebrated their new year on January 4th by taking delivery of a Zanzibar paint-to-sample, 911 - GT2 RS, at Porsche's headquarters in Atlanta, Georgia. Being the nice people we all know they are, they decided to share their experience by having an unveiling party for their PCA family at their showroom located at 60 W. Jubal Early Drive, in Winchester. This has been home to Truban Motors since May of 2011.

Guests arrived at 7 pm to a feeling of everything Porsche. Walls full of classic signage, display cases of memorabilia and parts, and a few of the Truban's award-winning collector cars on display. John shares, "We have the 1972 911S Coupe in Emerald Green that was John "Jack" Cook's Executive Car when he was the head of Porsche/Audi of North America. We have our 1989 Baltic Blue Speedster with a Linen Gray Interior, 1 of only 6 in that color in the U.S. It took me over 15 years to search one out and get. It is my Dream Porsche."

It was, however, hard to miss the guest of honor, ceremoniously draped in the center of the showroom. Its high rear wing a dead giveaway! But with plenty of

time to mingle, guests enjoyed the Truban's hospitality and a delicious spread of hors d'oeuvres and beverages. This was topped off with Truban's own Peter Gartner's demonstration on making his home country's traditional Feuerzangenbowle; an authentic German holiday mulled wine. Peter, while addressing onlookers, suspended sugar cones over the simmering pot of Merlot, fruit, and spices, then drenched them in rum and set the white cones ablaze. With the lights out and a blue glow from the burning alcohol, he explained how the sugar would then melt into the wine and when the process was complete, it would be ready to serve. The taste for me was somewhat like a warm tasty port wine.

Truban Motor's western Virginia location may make it one of classic a Porsche lovers' best-kept secrets. But John Truban, being the Porsche Club of America's, Potomac region concourse chair, should not be. I encourage many to visit and share in his wealth of knowledge, which actually carries through many marques, though Porsche especially. "The first Porsche we ever sold as a dealer was a 1998 C4 Cabriolet in Arctic Silver with 14k miles. It went to Frankfurt, Germany. We sold a really fun Champagne Yellow 1965 356 SC



Cabriolet, a great car to cruise around in, and we are currently doing a 1957 356A Coupe restoration that we pulled out of a barn in Danville, VA. It will be Silver Metallic with a deep green Interior. We decided to take that project on because where else are you going to come across an A Coupe in a barn these days. It is also the only real way to learn these models inside and out – it's an education."

The Trubans are family people. "Charlene and I met in the car business. We worked on the administrative side of the business. We started going out to lunch one day because no one else in the department left for lunch. Next thing you know, we are married, have kids and eventually decide we wanted to have an automotive business, where we sell the cars we like and can focus more time on family."

Drum roll, please! John and Charlene addressed the crowd with a few short words, pulled back the cover and voila!!, the handsome GT2 RS appeared! The rare custom Zanzibar color on this, one of the rarest new Porsches, got instant applause from the crowd of 75 or so. It's a stunning combination of metallic orange toned painted surfaces and a plethora of glossy urethane - aerodynamic -carbon fiber parts all deeply shined. A closer look revealed its two-toned black leather interior, with cognac leather racing buckets seats and armrests, detailed with narrow black piping and deviated stitching.

For this configuration, the Trubans were assisted by Porsche's Exclusive Manufaktur - Personal Design Specialist, Yana (Nikolayeva) Perros. Porsche takes its clients wishes very seriously, but the window of opportunity for some options also opens and closes very quickly depending on the build cycle of such specialty vehicles.

John's salesperson, Patrick Driscoll, shared that John toyed with his paint choice possibilities. Chartreuse and Linden Green, both yellowish greens, were contemplated, but in the end, Zanzibar lead the way.

Jitters are to be expected when so much is riding on car color, but it's a beauty! I should also mention that Mr. Driscoll of Porsche Tysons Corner, was thoughtful enough to bring 65 official Porsche GT2 RS posters for guests to take home.

Possibly not as noticeable to the unskilled eye was this GT2 RS having also been optioned with the highly desirable (and highly expensive) Porsche Weissach package, complete with lightweight magnesium wheels. The wheel themselves are so expensive, Porsche should simply remove your wallet, shoot holes through it, and leave it for dead. Not all GT2 RSs will be so well equipped, yet hidden deep within the body of all GT2 RSs, is a rear mounted, 700 horsepower 3.8 liter, twin turbo engine, which after some descriptive and storied words from John, was brought to life - VAROOOOM!!!

John's informative conversation continued, but with ample time and accessibility for guests to get up close and personal with the GT2. There were more photos taken in an hour than a semester's worth of selfies at a college dorm!

During the delivery in Atlanta, Porsche supplied John with one of its own GT2 RS demonstration cars to drive. He shared a heart-stopping moment while doing so and recalls his experience in driving the GT2 RS in this way. "Two rules to remember - like a gun, don't point the GT2RS in a direction that you are not prepared to go in very quickly, and while in a corner or on wet surfaces, do not do anything aggressive unless you are 1 of the 20 race drivers in the world who truly knows what they are doing."

If you missed this event, call 540-722-2567 and ask for John or Peter. I feel confident a visit to Truban Motor Company will give you the chance to not only meet the Trubans, but to get up close and personal with what is and will be a very historically significant Porsche. This, without having to travel all the way to Zanzibar!

January 2019 new Potomac members

Don Arehart - 2008 Boxster -
from Springfield

Charlene Bleckley - from Co-
lumbia - transfer from Hill
Country

Monika Bratter - 2000 Boxster -
from Frederick

Michael Chiaramonte - 1949
356 - from Bethesda

George Drewyer - 1970 911
Carrera RS - from Olney

Michael Fitzgerald - 2016
Macan S - from McLean

Andrew Gunn - 1987 944
Turbo - from Harpers Ferry

Jeremy Haas - 2007 911 4S
Targa - from Ashburn

Otto Ho - 1987 911 Carrera
Targa - from Mclean

Mark Hoblin - 2004 911 40th
Anniversary - from
Gainesville

John Kang - from Aldie

Saurabh Kapoor - 2018 Macan
GTS - from Alexandria

Kevin Knapp - 2013 Cayenne
GTS - from Alexandria

Colin Kortanek - 2018 911
Carrera S Coupe - from Ash-
burn

Michael Kuehn - 2015 911 Car-
rera GTS - from Annapolis -
transfer from Chesapeake

Christian Murphy - 2013
Panamera GTS - from Re-
ston

Nader Nayfeh - 2014 911 Car-
rera S - from Sterling

Gordon Ng - 2013 911 Carrera
4S Coupe - from Fairfax

Joseph Sayres - 1991 911 Car-
rera 2 - from Warrenton

Eric Shpritz - 2017 Macan -
from Gaithersburg

Brett Sortor - 2008 Cayman -
from Falls Church

Michael Spencer - 2018 Macan
GTS - from Bethesda

Patrick Stingley - 1994 968
Cabriolet Cabriolet - from
Silver Spring

Zack Stoeckel - 2008 Cayenne
S - from Fairfax

Matthew Stuckart - 2008 911
Carrera - from Reston

Richard Wagner - 2015
Cayenne Diesel - from Re-
ston

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February 2019 Potomac anniversaries

40 Years

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35 Years

Peter Garahan & Maneli Wilson

20 Years

John Forrest & Mary Morris

Eric & Michelle Kritzer

Roger McLeod, Jr. & Susan P. McLeod

Ad & James Yeaman

15 Years

David & Paul Cascio

Stuart Fain & Jessica Lilienfeld

Sander Lee

Michael Messina

Naomi & Michael Slack

Randy & Victoria Staudinger

10 Years

Alex & Victor Anti

Antonio Conceicao & Lisa Morais

Matthew Custer

Steve Ege & Steve Veneziani

Beth Koch

Timothy & Ericka McCoy

Parichay Pande

Patrick Smith

5 Years

Steve Bobbitt

Joe Grimsby & Dina Vulpis

Les Hollis

Derek Hughes

Tommy Ivic

Michael & Karen Katnich

Gabriel Robleto & John Carlos Creamer

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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. Please email to the above address for a mailing address.

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Readers and Their Cars

*Right: Members gather before a rally event.
Photo by Linda Davidson.*

*Below: John and Charlene Truban standing
next to newest acquisition for Truban Motor
Company – their new GT2. See page 26 for
details! Photo by Tom Neel.*





Left: Porsche Heritage Pavilion at Rennsport Reunion hosted by Chopard. Photo by Mike Copperthite. See the story of his 356 on page 10.

Below: Mike and Kim Copperthite share a meal with Fritz Enzinger Head of VAG Group Motorsport, and Porsche team principal Andreas Seidl.





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Looking under the open hood of Mike Copperthite's 356.

