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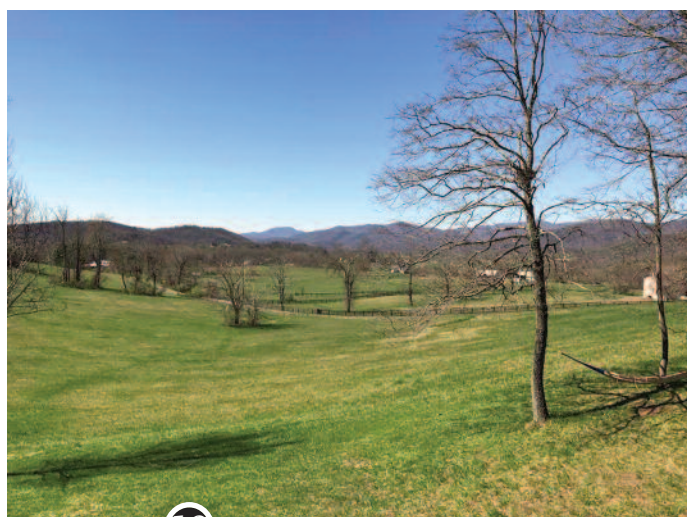
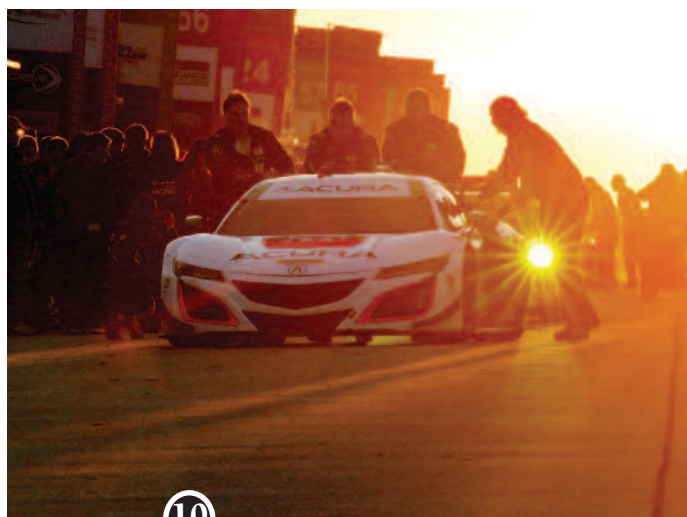
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Cover photo: Amelia Island auctions featured some amazing Porsches. Photo by Charlene Truban.



## der Vorgänger

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# Porsche is Motorsports

I used to be very interested in motorsports. I followed Indy Car racing and knew the names of the principal drivers and went to several Indy 500s and later US Grand Prix races. I followed F1 a bit and went to the Canadian Grand Prix a couple of times and watched races on television. I've been to the Daytona 500 and used to go to Dover to watch NASCAR. I have Randy Owens original lithographs of Ayrton Senna and Nelson Piquet (both signed by the drivers) in my office. I read racing coverage in both Car and Driver and Road & Track

Somewhere along the way I lost interest. I think the Indy car split and F1 infighting with Bernie Ecclestone did me in – too much politics. That and because Talladega Nights makes me laugh every time I watched NASCAR, I just drifted away.

Throughout this time I drove Porsches and, with the exception of an 18 month flirtation with an M5, only Porsches. Oddly, I never put the two together – motorsports and Porsche – nearly as much as I should have. Even after becoming active with PCA and many Autocross Sundays with Potomac and occasionally Chesapeake I still didn't really internalize how much Porsche was a company built on racing. It wasn't that I didn't enjoy participating in track events – I just didn't make the connection as to how important Motorsports are to the very fabric of Porsche.



Glenn Cowan



Michael Sherman

Two things finally made it click – Potomac DE and Porsche video advertising. A month or so ago I discovered a Porsche channel available through Amazon Prime. It is replete with videos on Porsche accessories, driving tutorials, conversations with celebrity drivers and commercials. As you know, we don't see many Porsche commercials – but there are a lot of them – just not on American television or cable systems. The common theme throughout this global advertising is the connection between Porsche and racing. There's little mention of build quality, appearance or accessories. There is a consistent connection showing the essences of Porsche being tied directly to racing.

Then my wife and I went to a recent Potomac DE event at Summit Point and she pointed out the obvious. These drivers didn't give a wit about Porsche as a consumer item but cared greatly about Porsche as a racing platform. I started going back to Car and Driver articles and Panorama features and there it was of course – Porsche racing.

No doubt Porsches are sold as a luxury item (as we talked about last month) but clearly the brand managers know that Porsche's intrinsic value is tied to racing performance and so long as motorsports remain popular, there will be a market for Porsche.

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# Pittsburgh, Watkins, and VIR

The Potomac Driver's Education program is heading to Pittsburgh International Race Complex for three days of fun on May 5th through 7th. This will be both Potomac's and my first time at "Pitt Race". I'm looking forward to the experience of driving a new to me track – and seeing where it ranks among my favorite tracks to drive. Most of our Driver's Ed events are at our home track, Summit Point Motorsports Park. We will host three events at "away" tracks this year. In addition to our trip to Pitt Race, we visit Watkins Glen International in June, and Virginia International Raceway in September.

When people ask me about Watkins Glen, my first thoughts are of the history of the track and of the town of Watkins Glen. For those of us that enjoy motorsports, the track, town, restaurants, hotels – and yes the bars (specifically at the Seneca Lodge), are all places where our childhood driving heroes once tread. Personally, it's very satisfying to visit some of those same places and drive that same track. Having driven there, I have a different perspective and a greater appreciation of the skill and talent of the professional drivers that race there. I can remember watching the pros going two wide up "The Esses" a week after I had driven the track as a White Run Group driver – and thinking that there was a reason why they were being paid – and I wasn't! In addition to having a great race track, the town and surrounding area are a great place to visit and offer many options for those that are not as excited about driving as some of us.



David Dean

Paul Newman once said of Virginia International Raceway "If there is a heaven on earth, it is VIR". One of the things I look forward to each year is our trip to VIR – and what's usually my first real taste of fall. The park like setting of the track, the cool "need a jacket" weather, the quiet before the first engine fires up; all of these are things that I associate with our September VIR Driver's Ed. The first time I drove at VIR was my first DE away from Summit Point. I remember being intimidated by the track's length and complexity. As my abilities and experience have grown, this length and complexity, the long straights, the presence of both fast sweeping and slow technical corners, and the famous "Climbing Esses" – combined with the picturesque geography – have made VIR my favorite "away" track.

Over the years, there have been several other "away" tracks that have been the site of Potomac Driver's Ed events. In the years that I have been participating in Driver's Ed, we've held DEs at Mid-Ohio Sports Car Course and Carolina Motorsports Park. Our long term members can add even more tracks to this list. I'm looking forward to adding Pitt Race to the list of Potomac DE tracks – and seeing where it ends up on my list of favorite tracks.

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# Potomac's calendar

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

## May

5-7 Potomac's DE at Pitt Race in Pittsburgh, PA.

6 Spring Drive and Dine #1.

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

13 Open board meeting. 10am – 12pm.

20 Spring Drive and Dine #2. Griffin Tavern, Flint Hill, VA.

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

21 Tech inspection for Shenandoah DE. 9am – 12:30pm. Craftsman Auto Care, Alexandria, VA.

28 Potomac's Autocross #1. 7am – 2:30pm. Baysox Stadium.

## June

2-4 Eastern Shore / Ocean City Drive and Dine.

3-4 Potomac DE at Shenandoah, Summit Point.

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

10 Potomac's "It's Almost Summer" Rally.

10 Tech inspection for Watkins Glen DE. 9am – 12:30pm.

16-18 Watkins Glen DE.

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

## 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.

### Fairfax, VA

Sundays, 8 – 10:30am, Fairfax Circle Shopping Center. There is a very nice, low key cars and coffee event

### 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.



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# The 12 Hours of Sebring

Story by  
Stephen Morris,  
photos by  
Tina Morris.

Six weeks after the Rolex 24 at Daytona, the second endurance race of the season, the Mobil 1 Twelve Hours of Sebring, was held for the sixty-fifth time. Sebring is the birthplace of American sports car endurance racing. The first race, only six hours long, was held there in December 1950. The next race was twelve hours long and held in March 1952 featuring a Le Mans start with drivers running to their cars. It's been that way ever since, except of course for that running start and the 1974 fuel crisis that prompted the cancellation of the Sebring 12 hour and Daytona 24 hour races for that year.

The decision to hold the race at Sebring was made by Alec Ulmann, who chose the site because of the availability of a World War II airfield (Hendricks Field) that was a training site for B-17 crews headed to Europe. The original course included two long, fast straights that were the old concrete runways and was over five miles long. The current layout is 3.7 miles long and still includes one runway as the back 'Ulmann Straight' that connects to the start/finish straight through the famous 'Turn 17' or 'Sunset Bend'. The other straight was returned to use and is now an active airport.

From the beginning Sebring attracted the most famous manufacturers and drivers of the era. Phil Hill, Sterling Moss, Juan Manuel Fangio, Alberto Ascari, Carroll Shelby all raced there in the 1950's driving cars built by Aston Martin, Jaguar, Maserati, and Ferrari. Porsche was there from the beginning too, entering cars in 1952 and 1953 that did not finish (or even start, to be honest). Although a Porsche won for the first time in 1960, the first two decades of racing at Sebring were dominated by Maserati and Ferrari. That domination was ended by the Ford GT-40s in the mid-1960s at both Sebring and Le Mans, and in 1971, by Porsche who won for a second time with the legendary 917 driven by Vic Elford. From 1973, (a 911 Carrera RSR driven by Hurley Haywood, Peter Gregg and Dave Helmick, to 1988 (a 962 driven by Hans-Joachim Stuck and Klaus Ludwig), it was Porsche's turn to dominate- mostly with the 935. Altogether, Porsche has won Sebring 18 times- more than any other team including the Audis that ruled there from 2000 to 2013.

Since Sebring takes place in March, it presents a great opportunity to make a real spring vacation out





of it. One can fly there and rent a car of course, but if you can take the time consider driving your Porsche there. My wife and I have made that trip down I-95 for several years now and can't imagine a spring without it. However there are several Pros and Cons to consider.

A very big Pro is all the fun that can be had along the way to Sebring. We break up the drive to Florida into two or more days, stopping at Charleston, SC, or Savannah, GA, along the way. These are great places to visit and both offer relaxing beach strolls, amazing dining, and rich history. Several other nice places to take a break are just off the highway, such as The National Museum of the Mighty Eighth Air Force near Savannah. There are numerous Civil War sites along the way too, including several in the Richmond/Petersburg area and Ft. Sumter in Charleston where the war got started. The Marine Corps museum is in Virginia near Quantico Marine Base, and the Airborne and Special Operations museum is in North Carolina near Ft. Bragg. In the middle of all these military attractions is the Ava Gardner museum in Smithfield, NC. And of course, since you will pass right by it... South of the Border. Well past its expiration date, it

was a huge roadside attraction through the 50s, 60s, and 70s. A stop for fuel will give you plenty of time to drive through this modern ghost town. And one last tip: St. Patrick's Day in Savannah is really something worth experiencing.

Another big Pro is the Amelia Island Concours d'Elegance. It takes place in the spring (10 and 11 March this year) and I-95 will take you right there. As you drive south you will see several classic cars both on the road and on trailers headed there.

The cons include the highway itself. You are guaranteed to encounter at least one road work zone that will consist of 20 miles of orange cones but no apparent activity. This will narrow the highway to one lane and give you a chance to try out the Waze app you downloaded before the trip. There are also sections of the highway that are grooved concrete that will create sounds from your tires that are unlike anything you've heard since The Outer Limits. There are also two other big Cons.

In the United States, east of the Mississippi River, there are about 10 million people that own Harley-



Davidson motorcycles. All of them will be on the road with you headed for the Daytona Bike Week—which now lasts at least two weeks! Also, in the United States, east of the Mississippi River, there are about 10 million college students that will be headed to the warm beaches of Florida. Plan to share the road with all 20 million of these people, half of them towing trailers with two to four motorcycles.

A final big pro to mention is the Florida Grapefruit League and spring training baseball. The Washington Nationals share a brand new stadium with the Hous-

of a 40 to 60 minute drive to the track there are several options available. Sebring is almost in the middle of the state and it is a two hour drive (or more) to the Gulf and Atlantic beaches, so it is not convenient in that regard.

Like Daytona, the current format for the Sebring race includes four categories race simultaneously: Prototype (Daytona Prototype International, or DPi), Prototype Challenge (its last year in competition), GT Le Mans (GTLM), and GT Daytona (GTD). There are also very interesting support races such as the Porsche GT3 Cup and the Continental Tire SportsCar Challenge. Day and night practices, qualifying, and racing for all of these start on Wednesday and culminate in the 12 hour race on Saturday.

Sebring is unique because of the access it offers to all of these events. Without any special ticket, one can walk through the paddock and garage area anytime during race week. There you can peek into the garages and chat with drivers, mechanics, and engineers. Another chance to do that is on the pre-race Saturday pit walk. Although many of the drivers and engineers are too busy to talk, this year Dr. Frank-Steffen Waliser, VP of Motorsport at Porsche, was in the crowd for the pit walk. He told me that while none of the crew of cars from the IMSA GTLM team will participate in the Le Mans race, a lot of race data from the North American races are shared with the WEC team. He said that at the moment, there are only four of the 911 RSR mid-engine cars

racing and data sharing is critical.

The best way to enjoy the race is from Club Sebring. Club Sebring does require a special ticket but it provides access to indoor and outdoor seating that is covered and located just above the pits and no reserved seats are needed. It also provides very convenient parking that is near the paddock and the chance to watch all the action in the pits from a vantage point just above. The Club is open to ticket holders throughout race week and on race day it provides complimentary breakfast, lunch, and dinner. Snacks and an open bar are available for the entire week. On race day you also never know who you will run into. This year we had the chance to talk to Wayne Estes, President and General Manager of Sebring International Raceway, and Scott Atherton, President and COO of IMSA. I asked Mr. Atherton when we might



ton Astros in West Palm Beach. We like to stay in Jupiter, FL, where we can enjoy more great beaches and seafood, and see games at The Ballpark of the Palm Beaches, where the Nats play, and Roger Dean Stadium in Jupiter where the Cardinals play. All of this can easily fill the week before the Sebring race and more, and, if you follow baseball, will give you a great chance for autographs and photos with players.

Some thought needs to go into lodging for the race. Although there are many choices for Charleston, Savannah, and Jupiter, Sebring is very rural and choices are limited. While that is part of the beauty, there are few hotels and their rooms are expensive and mostly unavailable for the race. A good option is to rent a house. That is perfect for larger groups but many of the listings on Airbnb and the like are looking to rent by the month. If the range is expanded to the limits

see the LMP 1 cars return to Sebring. He answered that question by talking about the new LMP 3 formula that IMSA introduced this year. He mentioned several times that it is a truly sustainable formula that will allow manufacturers to develop markets and technologies for the road cars they sell in North America. I guess that means LMP 1 will not be back at Sebring in the immediate future. I also talked to Mr. Estes about the future of sports cars racing in America and the fear that it would evolve into a NASCAR event. He assured me that couldn't be done without losing the sports car fan base.

But the very best thing about access at Sebring is the race track itself. The infield is always packed with campers and barbecues and family room furniture- I will never understand why so many fans think that if a couch is just the thing for watching a race at home, it is just the thing at the track as well. Be ready for it- you will see couches on the back of trucks, on top of scaffolds, and arranged around campfires. But in spite of all this, one can easily walk to almost any turn on the course. At several places free grandstand seats are available. If you stay long enough, spots will open up and you can move to the top for some nice views. The grandstands at the hairpin (Turn 7, also known as 'the safety pin') and turn 14 are particularly good, and Turn 7 and 10 are great at night for those glowing brake photos.

Another great location to visit is the Porscheplatz at the exit of Turn 17. This car corral is sponsored by PCNA and staffed by volunteers from the PCA Suncoast Region. One can buy a ticket for the Porscheplatz that includes admission and parking in the corral for the week, and a chance to participate in the race day parade laps. There are plenty of great cars to see and great people to chat with. Any PCA member can register and participate in the sponsored events. This year almost 250 people did just that and many were turned away when all 100 places in the parade were filled. PCNA provides some nice things for raffles as well as drivers for meet-and-greet Q&A sessions. This year Porsche drivers from the GTD and GTLM classes participated in two of these sessions.

One of the most special times is early morning on race day in the paddock. We usually get there at 6:00 or 6:15 to watch the garages wake up and make the final preparations for the race. The view of the cars

unloading from the transporters and going out to the pits for the final practice with the sun rising in the background is one of the most photographed in motorsports, and for good reason.

The race itself seems to fly by and it is hard to believe that 12 hours have passed when it is over. Part of that is due to the intense competition. This year, in every class, all the cars seemed to be within seconds of each other until something happened to put them a lap or two down. In the GTLM class, only ten seconds separated the leading car from sixth place. Un-



fortunately, that included only one of the 911 RSRs. The 912 Porsche dropped back when a suspension failure led to a long pit stop. Sebring is a rough track and notorious for causing problems like this. However the 911 Porsche was running in a strong second place behind the Corvette driven by Antonio Garcia that went on to eventually win. With just a few laps to go, Patrick Pilet was putting a lot of pressure on Antonio Garcia when a puncture forced Pilet in for a tire change under a green flag. Still, there was a long shot chance that he could still catch Garcia because the Porsche was faster than the Corvette as the temperatures cooled with the nightfall. But could he catch and pass? Unfortunately, in the rush to leave the pit, Pilet drove over the air hose for the impact wrench. That resulted in a drive through penalty and was the end of the race for Porsche.



The other classes were just as close. The overall victory went to Wayne Taylor Racing. His sons, Ricky and Jordan, and Alex Lynn drove a Cadillac DPi to a 13 second victory over the second place Cadillac

prototype driven by Filipe Albuquerque, Joao Barbosa and Christian Fittipaldi. The last hour of the race saw fierce racing between Ricky Taylor and Joao Barbosa and frequently the cars were separated by tenths of a second.



So if you have the time for the drive and the interest in putting about 3000 highway miles on your Porsche, start planning now for a spring vacation that includes the 12 Hours of Sebring. It is a great, well organized event with access to cars and drivers like no other race in America. While it is sad that the great LMP 1 cars don't race there anymore, the competition is undiminished and entertaining. There are so many things that can be added to the trip both before and after the race that a two-week itinerary is easily filled. Leave the cold malls and offices of DC in March for the warm and exceptionally beautiful beaches of Florida. At that time of year the risk of hurricanes is low and the air is full of the intoxicating smell of incompletely-combusted hydrocarbons and the sounds of baseball. And if that is not enough- you're more than halfway to Key West and another check mark on the bucket list!







# PCA Hits a Hole in One at the Amelia Island Werks Reunion

The Werks Reunion came to sunny Florida for the first time this year and was an immediate success, with nearly 700 Porsches participating. 700 Porsches in one place anywhere in the world is quite a feat – and to do it with logistical ease and without fists fights breaking out raises the bar for all other car gatherings.

The variety & quality of cars and the personalities of the owners and attendees had one attendee commenting, “It feels like we all died and went to Porsche heaven.”

Located on the fairway at the Omni Plantation Golf Course in Amelia Island, Florida, Porsches were on display as far as the eye could see – and then on some more. The Werks Reunion was split into two sections. There was the smaller “Judged” section where owners could register to have their Porsche compete in various classes for awards. Then there was the much larger Porsche “Corral” where owners parked their car to display amongst other owners of the same model.

You saw rare Porsches and common models, old ones and new ones, outlaws and tributes and every

color in the rainbow. Porsche Club of America had displays, as well as vendors from well-known Porsche Part’s suppliers and shops. The Werks Reunion is also a casual show. There are no Navy Blue Sport Coats and champagne sipping ladies in outrageously large and funny looking hats, nor \$500.00 per person VIP Reception areas sponsored by some Private Jet Company. This is a blue jeans and sneakers affair. The reason why is because if you want to see everything at the Werks Reunion or around Amelia Island then you better wear comfortable shoes because you are going to walk about 20 miles over the course of three days. The weather was perfect on Friday, March 10th with a sunny 70 degrees.

There were lots of smiling faces and I am sure some relieved faces among the organizers, who pulled off the 1st Werks Reunion in Amelia Island without issues. So if you want to make the trip to sunny Florida next year then plan ahead and be on the lookout for the registration window to open for 2018. Signup early, as 2017 SOLD OUT and 2018 will likely be a repeat.

*Story by John Truban, photos by Charlene Truban.*





# Rare Porsches hit the Auction Block at Amelia Island

Story by John Truban, photos by Charlene Truban.

One of the more exciting events during the Amelia Island Festival in Florida each March is that the major high-end Automobile Auction Houses arrive and offer for sale some of the most prized cars on the market. Many of these cars are rare breeds that do not typically sell outside of dark, wood paneled club houses where men roam the halls with names such as Willard and Thornton.

These auctions bring the deals out to the public and in many ways do us all a great service by allowing the public and members of the media and auto industry to observe the cars up close, study the quality of the example and then ultimately evaluate the results. How else would we know what a rare Porsche is worth, if it were never made public.

Amelia Island has no less than five auctions in a four day period. That includes just the ones I am aware of. The major two are RM/Sotheby's Auction at the Amelia Island Ritz Carlton and Gooding & Company auction held at the Omni Plantation Resort. Bonham's auction house came on board a few years ago with an event near the Fernandina Airport just up

the road. Then you have a number of other auctions littered throughout the area with Hollywood Wheels and Motoexotica.

RM/Sotheby's and Gooding & Company are where you can see some of the world's most valuable and exotic cars for sale. These events are well attended and they put on a great show. The RM/Sotheby's event at the Ritz Carlton holds a viewing of the cars for sale on the ocean front greens of the resort. This is open to the public for free. The auction itself is typically only open to registered bidders. You can walk right up to the vehicles and look at them all you want. Just be careful because there is well-dressed security everywhere, and they will give you a really mean look if your drool lands on the car.

The Gooding & Company affair is in a grouping of tents at the Tennis Club over at the Omni Plantation Resort and requires you to pay an admission fee. You wander through a labyrinth of large tents filled with incredible cars – one after the other. So much so that you could park a 1970's Brown Gremlin next to any of these cars and the price of the Gremlin would go

up exponentially just because of its close proximity to an awesome car.

Gooding & Company had the most spectacular Porsche for sale this year with the 1998 Porsche 911 GT1 Strassenversion. Only twenty were produced for the street during the homologation process for the BPR Global GT Series and later the FIA GT Championship. The Le Mans winning GT1 is a legend among Porsche race cars. So imagine having one that you can jump in and fire up to race over to Walmart, pick up a few items and then get back home in time for the big game! That is likely not what the current owners of the 20 are doing now that this example at Gooding & Company sold for \$5,665,000. Unfortunately, many of these examples will never travel more than 5 mph as they move from one garage to the transport and then into the next garage. The GT1 was by far the highlight of the entire Amelia Island week with regards to Porsche.

Also at Gooding & Company was the bright yellow 1993 Porsche 964 Turbo S Leichtbau (or lightweight for all of us who don't Summer in the South of France). One of only 67 left-hand drive examples produced and built to commemorate the 1992 IMSA Supercar Championship. A stunning car that leaves you shaking your head wondering why Porsche did not just keep making those for everyone. This example sold for a great bargain of only \$1,540,000 to someone who probably has no problem pronouncing "Leichtbau" and sips espresso with their pinky finger waving at the sky.



*Above: The bright yellow 1993 Porsche 964 Turbo S Leichtbau*

Other memorable Porsches at the Gooding & Company auction were a 1977 934/5 that won first in its class at the 1979 Nurburgring 1000 km that sold for \$1,375,000. Also, a beautiful Meissen Blue 1958 Speedster with a red interior sold for \$473,000 and a pristine 1997 993 Turbo in Silver with red interior and just over 1,000 original miles brought a respectable \$308,000. The auction showed that pristine examples and rare models continue to bring big money in the collector world.

The RM/Sotheby's auction was not focused as much on Porsche this year, instead on a rather large private collection of primarily British cars. The few Porsches that did get sold were a unique variety of new and old. There was a 1974 Carrera RS 3.0 painted white with gold RS graphics that was purchased for \$1,375,000. The 1973 Carrera RS Lightweight in light yellow fell short of expectations at \$869,000. The 700 original mile 2011 GT3RS 4.0 in the classic white paint scheme brought \$577,500. Even a 39,000 mile 1988 944 Turbo S brought \$46,200. Overall, it appeared that buyers were willing to pay higher amounts for low mileage modern collectibles than they were interested in the widely accepted vintage market. This may be a sign that the serious collectors do not see much low hanging fruit in the vintage Porsche market and are looking for other opportunities.





# 2017 Amelia Island Concours d'Elegance

Story by John  
Truban, photos  
by Charlene  
Truban.

For many years the Amelia Island Concours has been blessed with weather that has been perfect for a car show. Also for many years, we have all thought that someday that luck would run out. This year was that year, and Bill Warner who is the Chairman and founder of the show, anticipated a similar possibility and made a preemptive strike. So what did they do? On Thursday when they saw that the weather for Sunday was looking like a high probability of rain, they moved the entire Concours d'Elegance, along with all the volunteers, thousands of attendees and vendors to a nice perfectly sunny and 70 degree Saturday. The result was perfect to the eye of the attendee and you would never have known there was a change. The crowd level was the same and so was the traffic.

This year's honoree was Al Unser Sr., the four time Indy 500 Champion. Not to mention his three second place finishes, four third place finishes, one fourth and one fifth and another two in the top ten at the iconic race. In 1985 4-time Indy winner Unser paired up with another 4-time Indy winner, A.J. Foyt to race and win the 1985 Rolex 24 at Daytona along with Bobby Wollek in the Porsche 962 that made an appearance on the show field.

How good of a racer was Al Unser Sr.? He won championships on dirt tracks, road courses and speedways all in a single season – and for three years in a row (1968, '69 and '70). That is pretty strong. Can-Am championships, Formula 5000, IROC, Pikes Peak Hill Climbs, Indy and more, there just wasn't much he did not accomplish in the racing world.

Many of the great cars Al Unser Sr. raced were on display, some with the battle scars and wild paint schemes that tell the story of the 1960's, 1970's and 1980's racing scene.

Every year, it seems that Amelia Island has that one stand out class of cars that makes you ask, "How in the world did they get all of those to show up?" A few years back was a whole class of Ferrari 250 GTO's (almost all of them).

This year it was a complete class of Jaguar D-Types – no less than 14 of them on one show field. Not bad considering they only believe 78 were built and sold in the world. 1955 to 1957 models were present and of all different conditions and color schemes.

They had a crowd pleasing class of movie cars, with appearances by James Bond's famed Aston Martin DB5, complete with rear bullet shield, the American Graffiti 1958 Impala, Elvis's 1959 Corvette from "Clambake." Also, "The Thomas Crown Affair's" 1967 Ferrari 275 GTS/4 NART Spyder and the beloved "Le Mans" Porsche 917K to name only a few.

There was a class of Porsche 718's and 550's and another class of just Brumos Race Cars. An interesting class was a class of early Japanese race cars to include the first showing of the 1965 Prince R380 owned by Infiniti Motor Company – one of the early attempts of the Japanese to compete at the highest levels of racing. There is so much to see and so many people trying to see it at the same time that you find yourself just riding a wave of people from one magnificent car to the next. Automotive celebrities, captains of automotive industry and famed journalists ride the wave just the same as you and I. Everyone at the show is very nice and happy to talk to you and show you everything about their car. Many of these cars have spent years and years getting to this level of perfection.

The Amelia Island Concours d'Elegance is one of the great Concours of the world. It is a must attend event for any true car aficionado. The show is so good that many make the trip every year. You will see new products unveiled by manufacturers, world premieres, extremely expensive and rare cars, the latest in automotive gizmos and souvenirs and so much more. Plan on arriving Thursday and leaving Sunday afternoon at the earliest in order to see all of the events. Check out the website for the Amelia Island Concours d'Elegance and start making plans today.

Below: The  
beloved "Le  
Mans" Porsche  
917K.





# Drive and Dine and Wine

April 8th - On a breezy chilly Saturday Spring morning about 30 PCA Potomac members gathered at Manassas Battle Field Park for PCA's Potomac second Drive and Dine of the year to Little Washington Winery. Our destination was tucked right into the sweet spot of Virginia Wine Country about 60 miles west of our Nation's Capitol high on the edge of Skyline Drive at Shenandoah National Park. About 16 Porsches, 911s, Boxers, Caymans, 928s, and Cayenne's made a picturesque back country road drive to the Little Washington Winery.

We all enjoyed a great Wine Boot Camp and fabulous box lunches provided by the famous Inn at Little Washington. The weather was clear, driving was safe, the route planned by the Drive and Dine Chairs, Ken Harwood and Glenn Havinoviski, was perfect for exercising the oldest Porsche (a 1981 911sc) and the newest (a 2016 911) on twisty hilly Virginia country roads.

*Story by Kevin Naughten.  
Photos by Kevin Naughten and Glenn Havinoviski.*





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# Can Porsche Survive the Winds of its own Change?

*Geneva Auto Show, March 7, 2017*

I had worked my way through the press crowd was just a few feet away from the black-draped shape on the stage in front of me. I knew that Porsche's new Panamera Sport Turismo lay under that drape, and I wanted to be excited. But I wasn't. I felt uneasy, apprehensive. The shape was one I had never seen on a Porsche stand throughout fifteen years of international auto shows. It looked immense, misshapen, snake like in the front but humped upward at the rear. A chill breeze of foreboding whiffed down the back of my neck.

Was I about to see, dare I say it, a Porsche station wagon?

Now I am not against station wagons per se. I grew up in the 1950s and 60s, and station wagons were the thing. Immense, colorful, often wood sided Buicks, Pontiacs, Chryslers, Fords, and Chevrolets comfortably conveyed American families everywhere from grocery stores to Yellowstone Park. But those colorful behemoths went extinct decades ago. Overlaying

those memories and images over the draped Porsche in front of me seemed strange, out of place, a retro change for the worst).

Then Porsche's CEO Oliver Blume took the stage, welcomed the crowd, and immediately announced that Porsche had sold a record 238,000 cars worldwide in 2016. In one year, 238,000 cars! I remembered that in 1992, Porsche sold barely 24,000 cars—mostly 911s with a few 924s and 968s thrown in. Now, just over two decades later, it was selling almost 10 times that number with five different models and their countless variants. I began to panic slightly. Was this success or a desperate effort to fill every possible market niche? A rear engine sports car, a mid engine sports car, an SUV, a luxury sedan, a planned hybrid supercar, now a station wagon? What's next, a Porsche pickup truck or Zip Car? In its haste to produce more and more, will Porsche huff and puff and blow its own house down?

I did feel a bit relieved when the drape was pulled from the "station wagon". The Sport Turismo is different for sure, but a well-designed different. Think

*Story and photos by Sydney Butler*



three-fourths Panamera with a slightly raised rear section. All integrated nicely—no added on look. Maybe, to my old 50s and 60s eye, still a station wagon, but surely an extremely sleek, modern, even futuristic one. And surely more practical than a Panamera—easier loading, more interior cargo space, but with virtually the same acceleration and handling characteristics. Not Cayenne practical, but clearly less “boxy” and more sports car like. Porsche is testing the market for buyers somewhere between the Panamera and Cayenne, buyers who want both practicality and sports car sleekness, and buyers who are willing to be seen in a rather unconventional exterior body style.

My “too much change going on here” concern was starting to move from “it’s not so bad”, to “I kind of like it”, to “Porsche may have really hit on something here”. I was even beginning to feel enthusiasm and temptation. But the reporter in me couldn’t overlook hard facts that reminded me that too much change, too much volume, too many product lines can be darn risky business. Consider:

1. Rapid sales growth can indicate success, but also intense internal pressure to expand and produce critical revenue.

2. In the U.S., Porsche and Audi now support its huge parent VW, whose sales cannot possibly regain the 23 billion dollar settlement disaster from the

emissions tampering scandal.

3. Porsche is a niche luxury brand whose products are considered by many (including loyal customers) as too expensive. Moreover, sales are dependent on strong market economics but vulnerable to weak market downturns.

4. In the changing world of urban transportation, where customers show increasing interest in fuel efficiency, hybrid, electric and even autonomous driving vehicles, Porsche’s emphasis on performance and race-based engineering may become more and more irrelevant. (Porsche of course has hybrid vehicles, but cost remains a challenge for urban consumers with changing product preferences).

I pondered these “winds of change” over the days following the Geneva Show. Were the winds only the gentle but persistent breezes of necessary competition, the pressures on any automobile manufacturer to produce desirable products at a profit? Or were these winds the turbulent storms of a manufacturer with poor navigation skills and unclear destinations? I would be arrogant to predict the answer, but I can rely on Porsche’s past decisions and a bit of my own instincts.

Inarguably, Porsche has chosen a steady and successful course over the years. The decisions to produce the Boxster, Cayenne, Cayman and Panamera models have been well planned and executed. The



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continued commitment to racing and engineering shows understanding of the true values of the brand. The focus on new technologies, hybrid and otherwise, demonstrates the ability to take risks and invest in uncertain future markets. And Porsche certainly should get credit for its attentiveness to customer preferences—witness the offering of an optional manual gearbox in the exciting new GT3 which shared the stage with the Sport Turismo in Geneva.

And my instincts? I am glad I am not a Porsche executive trying to read which way the wind will blow over the next few years. I would probably just button down my rain gear and huddle down until it all blew over. But I am glad to be a Porsche customer watching the tumult, knowing the ship will most likely sail safely. And I will also admit that Porsche's new station wagon—even if it is not aqua blue and white with wood sides-- is beginning to really catch my eye...

*Above: The Panamera Turbo Sport Turismo.*





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# The 34th Deutsche Marque Concoures Judges Announced

## **Concoures Chairman – John Truban Jr.**

John has been a PCA member for 16 years and is the owner of Truban Motor Company, along with his wife Charlene, which specializes in vintage Porsche sales. They attend many regional and national Concoures and have had the privilege of showing and competing at the Porsche Parade, Pinehurst, Hilton Head and Inn at St. John's. They currently own a variety of Porsches including a 1972 Porsche 911S, 1989 Speedster and 1998 993C2S Coupe and a 2016 Gulf Orange Macan as a daily driver.

## **Chief Judge – Ron Gordon - National Porsche Parade Chair and Werks Reunion Head Judge**

Ron Gordon has been involved with Porsche Club since 1983. His first Porsche was a 1983 944, which he campaigned nationally. He has been awarded Class Awards at the Porsche Parade, Best of Marques at the Deutsche Marque Concoures in the 1980's and 1990's. He also won an Amelia Award at the 2000 Amelia Island Concoures. He has previously held the positions of Potomac Concoures Chair and Deutsche Marque Concoures Chair. He was the National Parade Concoures Co-Chair from 2013-2015. He is the current National Parade Chair and Chesapeake Concoures Co-Chair. He has held the position of Werks Reunion Head Judge for Monterey in 2015 and 2016.

## **Hank Weil – President of Shenandoah Region**

Hank first became a PCA member in 1969 with a 1958 356 Normal coupe. Hank has been an active member of the Chicago Region and now the Shenandoah Region. Hank has served as Shenandoah Membership Chairman and is currently the President of the Shenandoah Region. Hank's wife, Jolly is a Potomac Region member. Hank served 7 years as the Chicago Region Concoures Co-Chairman. He was a presenter in the Chicago Region Concoures Judges and Concoures Preparation Schools. He has chaired the Heritage & Historic Displays for the Parade's at St. Charles in 2010 and the 60th Parade in 2015 at French Lick. Hank has attended 13 Parades and has been a Concoures Judge for three Porsche Parades. Hank and Jolly were the 2013 Chicago Region Concoures Overall winners and were the first to have re-

ceived 1st place in the five Region Concoures that year. He took 1st place in the Full Preparation Division at French Lick in 2015, 2nd place Full Preparation Division at Traverse City in 2013 and 2nd place in Full Preparation Division in St. Charles in 2010. He currently owns a 1994 Speedster and a 1985 911 M491 Coupe.

## **Darryl Nichols – of Odds and Ends Detailing**

Darryl caught the Porsche bug at an early age. After moving to the Northern Virginia area to attend college for Engineering, he began to "wash and wax" cars for employees of the school during a summer mail room job. After leaving the audio/video engineering field, Odds and Ends Detailing was founded in 2010; an Adam's Polishes dealership since 2011. Today, it's a full time shop that offers full service cleaning and rejuvenation, as well as retail sales. The shop also sponsors many of the local clubs and supports quite a few charity events throughout each year. Darryl is a 10 year PCA member and has owned many Porsches throughout the past 15. Currently, there's a 1999 911 Cabriolet and a 2006 Cayman S.

## **Dan Rowzie – Past Potomac Region President and National Officer**

Dan Rowzie has served the Porsche Club in many capacities. He held the position of Potomac President in 1969, Zone Representative, National PR Chairman and National Treasurer of the PCA. He has attended many Porsche Parades and competed in the 69, 70, 71 and 72 Porsche Parades. Dan Rowzie has had the privilege of personally owning and enjoying a 550 Spyder, 1958 356 GT Speedster, 1959 356 GS Coupe, 904, the 1973 911 RSR that won at Sebring and many other special Porsches. Dan participated in the 1975 Cannonball Run. He currently drives a custom 1957 Speedster that was once owned by Bruce Anderson.





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# A Classic Tail

Once upon a time there were two Carreras, would be such a great place to start this little story. It's tale of the evolutionary tail, where a classic has morphed itself into a tradition and that tradition might be leaving something behind.

Cars are better today right? I mean they have more horsepower, better handling, brighter lights, and safety features galore. Hey, not to mention the sound systems and infotainment conveniently at our fingertips! I truly enjoy my 2015 Carrera, with its sapphire blue paint and sport design package, featuring a retro ducktail of yesteryear. But as chance would have it while visiting the DE day at Summit Point on April 1st, I wasn't being fooled anymore on this day of pranks. A chance to park it right beside its inspirational classic kin, a 911 it may be, but my, my have times changed.

Let's face it, sports cars have gotten bigger. If you study the bucket of retro classics, Camaro, Mustang, Challenger, Mini Cooper to name a few, you don't have to study very long to see they are all bigger than their inspired classical counterparts. While for some, the engine has gotten bigger too, truthfully it's those airbags, crumple zones, built in bumpers and computer systems powering a plethora of electrical doo dads that are the battle of the bulge. There's also more radiator space to deal with more heat, bigger head and tail lights, wheels and tires have grown too, and with size comes weight, like another thousand pounds of the stuff.

Many of you likely know the owner of the true classic pictured here. Sure, it's a little rough around the edges, like it has a story to tell, but I like it. I've of course seen many older 911 and know time has marched on. But when I pulled my 911 right next to it, I was struck by the collision of differences and similarities. Yes, both have somewhat elliptical rear side glass and a fast back with a grilled deck. Both have soft rounded noses with the impression of a fender, but seen apart from each other, the resemblance of new to old seems much stronger. Together, I think the resemblances diminish in the newer car's porky proportions.

Then there are those tails. I remember in my old car days

taking a white 911 in the 70's and adding the nose and ducktail seen here, for a then customer, and loving the look. That love stuck and is one of the things I love most about my modern 911. The overall differences in the tail alone though, are almost comical. The classic's ducktail, while much bigger, actually sits lower on its petite bum, unlike the new Carrera's slender appendage, propped upon its bulbous buttocks. Alas, reality.

Oddly though, for all of its exacting classic short-falls, I still see the modern 911 as a 911, and just as Porsche Carrera as its classic self. It's a more sleek and fluid design. The designers have had to masterfully deal with a changing car world by creating something which beckons Porsche's past and staying relevant, all while forging its future. Frankly, I think all of the other designers of retro cars mentioned above, lucked out by having the 911 as a continual evolutionary example. It's almost as if they could have looked at the 1970's versions of the 911 and Camaro, fast forwarded to see what Porsche did to the 911 with its modern versions, and use it as a foundation or road map for what they needed to achieve with their retro come back. They knew what they could and could not get away with because Porsche taught them with their decades of continual successes.

As it is, there are many wonderful places to park a modern Porsche to admire it. I'm just not sure in the proximity of a good old one is best. Or is it, you be the judge.

The End.

Story and  
photo by Tom  
Neel.





## March 2017 new Potomac members

### New Members

Rafic Barrage - 2017 718 Boxster S - from Arlington

Paul Bauer - 2000 911 Carrera Coupe - from Woodbridge

Ryan Busch - 2016 Macan S - from Washington

Jeff Carrell - 2008 Cayman - from New Market

Brian Finch - 2008 Cayman S - from Chevy

Stephen Gant - 2012 Panamera 4S - from Camp Springs

David Gray - 2007 911 Turbo - from Reston

Stinger Guala - 2010 Cayman - from Paris

Aaron Hall - 2008 Boxster S RS60 - from Ashburn

Todd Harris - 2008 911 Carrera 4S Cabriolet - from Garrett Park

Bryan Hubbard - 2001 911 Carrera Cabriolet - from Washington

Jerry Huskins - 2010 911 Carrera S Cabriolet - from Arlington

Justin Kaufman - 2010 911 Carrera S Cabriolet - from Olney

M Kher - 2015 Cayenne Diesel - from Gaithersburg

Vijay Khetarpal - 2017 Macan S - from Potomac

Mark Li - 2014 Boxster S - from Washington

Ian Merizalde - 2007 Cayman S - from Washington

Sohail Mosaddegh - 2017 Cayman S - from Silver Spring

Steven Mueller - 2003 911 Carrera Cabriolet - from Burtonsville

Ross Nassiri - 2002 911 Carrera Cabriolet - from Derwood

John Owsley - 2017 Cayman - from Arlington

Paul Ragsdale - 2016 Boxster Spyder - from Lake Ridge

Michael Riviello - 2009 Cayenne GTS - from Martinsburg

Lawrence Roe - 2009 911 Carrera Cabriolet - from Vienna

Larry Taylor - 2008 Cayman - from Rockville

Ahmet Tekmen - 2014 Cayenne - from Washington

Travis Tidball - 2014 911 Carrera S - from McLean

Jeffrey Windland - 2013 Cayenne S - from Ashburn

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## April 2017 Potomac anniversaries

### Anniversaries

#### 55 Years

Jonathan & Parker Kinberg

#### 30 Years

Theodore Hack & Patty Joyce  
George & Patrick James  
Eric & B G Leffler

#### 25 Years

Gregory & Pat Smoak  
Michael & Natalie Sturm

#### 15 Years

Tom & Nancy Bugler  
Patrick Burke & Clemilda Ribeiro  
Joseph & Eileen Minarik  
Stephen & Susan Peterson

#### 10 Years

Patrick Brown  
Farid Hanna & Jenny Ramirz  
William & Ellen Mason

#### 5 Years

Michal Czupryn  
William & Eden Green  
Roderick & Derin Harrison  
Glen & Jane Hirose  
Bruce Kinsler  
Martin & Diana Lefcowitz  
David & Kay Lucien  
Warren Lundblad & Lara Alderson  
Stephan & Sheilah Milliken  
Steven Schmitz  
James & Patricia Smith  
Eric Wilmeth & Karen W. Hurst



## Contribute to *der Vorgänger*

### Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

on Sal Fanelli, who owns a Porsche tractor.

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

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

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

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

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

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# Readers and Their Cars

Right: Drive  
and Dine gets a  
wine bootcamp.  
Photo by Glenn  
Havinovski.

Below: Werks  
Reunion at  
Amelia Island.  
Photo by Bruce  
Bade.







The Amelia Island Concours d'Elegance ( <https://www.ameliaconcours.org/> ) has emerged as the second-most prestigious vintage car show in America after the Pebble Beach Concours. It features an amazing variety of special cars and is always very well attended.

The decision of PCA to hold a Werks Reunion ( <http://www.werksreunion.com/amelia.cfm> ) in conjunction with the Concours was welcome news to me, having attended two of the Pebble Beach-related Werks Reunions (sans Porsche, sadly). The Amelia Island event was within reach of a road trip and I thought I should take my 928 GTS because I believe PCA has under-appreciated the 928.

Consequently, my friend and fellow 356 owner Sandy Kemper drove the Aventurine Green GTS down to Amelia Island for the Werks Reunion. It was a great event that attracted nearly 700 Porsches. Around 150 participated in the "judged" category and every car was spectacular. The weather was perfect and it was evident that everyone thoroughly enjoyed every aspect of the Reunion.

The weekend included both the Concours d'Elegance, moved back to Saturday because of a forecast of

rain on Sunday, and the related Cars and Coffee. Both featured more cars than one can reasonably inspect in a day, every one of them interesting. The Concours featured a large number of Porsches (unlike Pebble Beach where there was one last year). It also featured the Rain Man Buick convertible, the Steve McQueen 917 from the movie "LeMans," and a prototype 916. We also appreciated an exceptionally large collection of D-type Jaguars.

The GTS came home with a Werks Reunion trophy for 2nd in Class; First in Class was claimed by an immaculate red 944 in possession by its owner since 1994. The Werks Reunion concours was a low-key, fun event that favored cars that were driven and appreciated by their owners -- i.e., not garage queens. I'm glad I took the 928 to the event. It got lots of attention and I spent several hours engaged in conversations with Porsche enthusiasts who liked 928s.

PCA will hold another Werks Reunion in conjunction with next year's Amelia Island Concours. I hope we'll see more Potomac Region participants -- and more 928s.

— Bruce

*Above: Bruce Bade and his 928 GTS at the Werks Reunion Amelia Island.*





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*Photo by Charlene Truban.*

