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Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2018 calendar
- 10 66th Sebring 12 Hours by Hank Allen
- 15 Macan to Mooresville by Tom Neel
- 18 The Sound of Silence by Sydney Butler
- 20 Visit to PCA HQ by Glenn Cowan
- 23 A Time For Analog by Paul Gilbert
- 25 First DE of ... Spring? by Michael Sherman
- 27 Open Board Meeting and New Member Orientation by Glenn Cowan
- 30 Readers and their cars

Cover photo: Tom Neel visited Mooresville and found a rather familiar shape in a vintage toy car.



10



15



25

der Vorgänger

The monthly magazine
of the Founders' Region, Potomac,
Porsche Club of America.

May 2018
Volume 64, No. 4

der Vorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. Contributions for **der Vorgänger** should be sent to the editor by the 7th of month preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org. Please send digital images in their original sizes.

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For questions about advertising rates and placement in **der Vorgänger**, please contact Glenn Cowan at dvads@pcapotomac.org

der Vorgänger (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 6726 Lucy Lane, McLean, VA 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for **der Vorgänger** subscription). Application to Mail at Periodicals Postage Prices is Pending at McLean VA and additional mailing offices. POSTMASTER: Send address changes to **der Vorgänger**, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD 20814. Statements appearing in **der Vorgänger** are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

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PORSCHE

Two Worlds

I inhabit two distinct worlds: my Porsche World and my non-Porsche World. In my non-Porsche world I am a father and grandfather, husband and in-law, neighbor and co-worker - and an automotive expert. I am the go-to guy on what to buy, how to fix it, best tools, fastest route. This entirely undeserved reputation is a result of my also residing in the Porsche World. It's completely obvious to my non-Porsche World acquaintances that because I drive a Porsche I must know everything about automobiles. My Porsche World friends know better.

They know that by comparison to a Stuttgart Savant I am barely Porsche literate - I can't recite by date the manufacturing order of the 911 variants. I actually prefer a PDK. I don't miss the two 993s I owned and actually prefer a heater that works. I don't do DE so can't trail break worth a damn. I only compete in 2 or 3 Autocross meets a season so never get a trophy. I don't get lost on Drive and Dines but never finish in the top three at Rallies. I can't even come close to holding my own in a conversation about IMS bearing failure or that wicked fourth corner at the recently shuttered Malaysian Grand Prix circuit.

In my non-Porsche world I never talk about my car. I know that no one is interested. I have had three different Porsches in



Glenn Cowan



Michael Sherman

the past decade and not a single person I know has noticed. They barely care about their own cars and surely don't care an exhaust tip about how excited I might be about launch control. They do, however, ask about my family and work and movies and sports.

My Porsche World fellow Potomac PCA members don't ask me anything about my life outside of my car. "Sorry I couldn't make it to the event last week, I was in South Sudan." "Really, how has it been working out for you to reduce the tire pressure in your rears down to the soft setting?" "Thanks for asking, my new granddaughter finds it much more comfortable." "What PSI did you settle on?"

I'm thinking it's probably true of most hobbies that the adherents, when together, want to cut to the chase and talk about the hobby. There are times when I wish my two worlds would blend somewhat but on balance

I'm happy to have them separate if the alternative is that they would interfere with each other. A family conversation might wander into the forbidden territory of the expense of a Porsche as against the joys of getting the lawn re-sodded or taking a walking tour of the Shetlands. In my Porsche world I can see a Potomac outing going badly astray if conversation ever tended towards family life or worse, politics! -Glenn

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Memories

A few weeks ago I was setting up a new laptop. As part of the process I was transferring photos from my old computer to the new. I have to admit that it took longer than I expected – mainly because I started looking at the photos. Advances in technology mean that everyone has a camera with them pretty much all the time. In my case, I'm not sure it's a positive. I take a lot of pictures that get pulled off my camera or phone to my computer and are never seen again. Transferring these photos involved picture after picture that hadn't seen the light of day for years. I couldn't help but think back to my Grandmother's house, where the printed photos were in albums on the coffee table, where anyone could grab them and share the memories.

The photos did provide a chance for me to relive my Porsche ownership. One folder titled "Germany" chronicled my trip where I picked up my Boxster S. A couple of different photos in particular stood out. One was a picture of the car on the delivery floor at the Porsche factory, my son standing beside it. It brought back the enjoyment of a week spent with my then 10 year old – picking up the car and then exploring Europe. The other was a photo of my wife with the car in the background when we made a stop to take in the view. We were driving through the Alps – and I was loving the twisty roads. Clare on the other hand, wasn't as excited about the twists, turns, and drop-offs along the road!



David Dean

Another folder had photos from the following summer when we did a trip in the Boxster. We loaded up the car on the auto train and headed to Florida. From there, we took two weeks travelling back, spending time in Savannah and Charleston, and visiting with family in Kingsland, GA and Raleigh. Many years later, I still remember the woman at the train station who watched me take luggage out of the front and back of the car, and later asked Clare – where's the engine?

There were many pictures that I've taken at the track. When I first started doing DEs, I would bring the camera and take photos at every event. At some point over the last several years, I've stopped doing that. At the time, I remember thinking that the photos were all pretty much the same. In looking through these pictures, I realized that while the theme's the same, the ever changing group of people and cars is what made the photos unique. It was with fond memories, and also a certain amount of sadness that I would find a photo of someone I used to see at every event, and realize that I haven't seen them for years. Other photos were from our trip to Nemacolin, one of our Maryland brunches, and the Rally we did last fall. All brought back memories of time spent with my Porsche family.

As I finished copying the photos I realized how many great memories were in those folders and how happy I was that I had taken them all. Here's looking forward to more memories!

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Photograph by Ken Hills - PCA Potomac Club Race 2015

Potomac's calendar

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

May

- 4-6 DE Pitt Race
- 5 Drive & Dine Spring Drive #1
- 12 PCA Potomac Annual Picnic, McLean, VA, 11am – 4pm.
- 19 Drive & Dine Spring Drive #2
- 19 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm
- 27 Autocross #2, Bowie Baysox Stadium



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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.

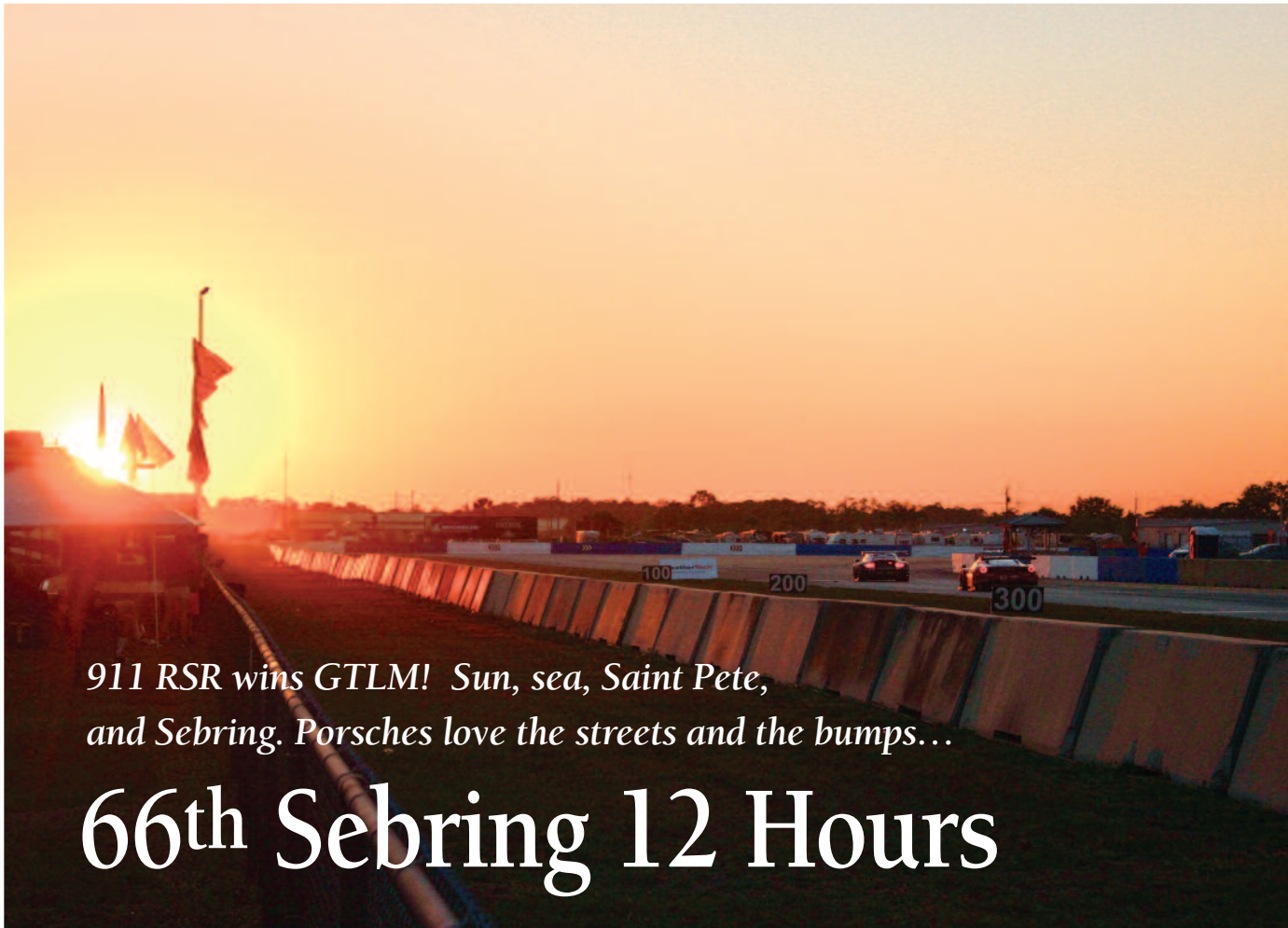
Virginia: first Saturday of each month, 11am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

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



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*911 RSR wins GTLM! Sun, sea, Saint Pete,
and Sebring. Porsches love the streets and the bumps...*

66th Sebring 12 Hours

Story and photos
by Hank Allen

A Florida spring break vacation has become one of our annual rituals. We have driven our Porsche down, we have put it on the auto-train from Lorton to Orlando and we have flown down and rented transportation. This year we decided to fly down to Fort Myers and explore the West Coast of Florida. Our goals were simple: enjoy the sun and sea; visit museums; watch racing in the streets of Saint Petersburg and; spend three days experiencing the sights, sounds and smells of sports car racing at the Sebring International Raceway. We picked up our car in Fort Myers and settled into our hotel. From our initial base, we spent a few days relaxing, walking on the beach and enjoying great seafood. We drove across the causeway to Sanibel-Captiva Islands and arrived at the wildlife refuge at low tide when flocks of birds were feeding. We also visited the Edison and Ford Estates in Fort Myers.

We drove next to Naples to visit the Collier Collection at The Revs Institute. The collection is a magnificent assemblage of some of the most profound and rare automotive innovations, that of course includes several Porsches. Be sure you reserve your tickets on line as they are often sold out. Located at 2500 S. Horseshoe Drive, it includes the first Porsche purpose-built race car, the 1953 Panamericana 550-01 Coupe #154; a 1959 Porsche 718 RSK Spyder; Jack

Ryan's #18 Daytona class winning 1964 911, chassis number 300-128; 1967 Porsche Type 911R; a 1960 RS-60 Spyder and the Targa Florio winning 1971 Porsche 908/3 Prototype, to name a few.

Many other legendary manufacturers are represented (<https://revsinstitute.org/the-collection/>). The museum is filled with historically significant race cars like Briggs Cunningham's Tipo 61 Birdcage Maserati and his Cadillac powered "Le Monstre" that ran at Le Mans in 1950. On YouTube you can watch Jordan Taylor drive it at Daytona. There are Bentleys, BMWs, Bugattis, a 1963 Corvette Grand Sport, Delahaye, a 289 Mk I and a 427 Ford GT40 Mk II B, Ferraris, first double overhead cam in-line six 1913 Peugeot, Mercer, Mercedes...and Volkswagen. Dan Gurney's 1967 All American Racers Eagle Formula 1, V-12, Belgium Grand prix winning is among several open-wheeled legends. In the garage, the 1968 #49 Porsche 907 Sebring winner was being prepared to go to Sebring for the 50th Anniversary of its victory.

Over the weekend we drove north to Clearwater. As we drove through Saint Petersburg we stopped to watch the Indy Car race and the Pirelli World Challenge (PWC) Grand Touring one-hour Sprint Races that featured four Porsche customer teams. In the Grand Touring (GT) Class, Michael Christensen is

back with Alegra Motorsports, in a new championship, driving a 991 GT3R. While Scott Hargrove is driving for Pfaff Motorsports. Two Cayman GT4 ClubSport-Manthey Racing (CS-MR) contested the GTSA Class. As is the case for all city circuits, the fences make it very difficult to have an unobstructed view of the race, even from the grandstands. The four PWC classes qualified on Saturday morning. Indy cars qualified in the afternoon before the first of two PWC GT sprint sports car races. Scott Hargrove claimed victory in his PWC debut. The Pfaff Motorsports driver edged out the Toni Vilander pole-sitting #61 RF Motorsport Ferrari 488 GT3 by 2.783 seconds, giving Porsche a victory in the first race of the championship. Christensen came in fifth.

In the GTS race, Lawson Aschenbach held off Gabriele Piana for victory in the GTS Sprint season-opener. The defending class champion took his #1 Chevrolet Camaro GT4.R to a 0.547-second win over PWC rookie Piana, who started his Muehlner Motorsport Porsche Cayman GT4 Clubsport MR from the pole. Two more sprint races were held on Sunday prior to and after the Indy Car race. In the morning GTS race Aschenbach swept the Pirelli World Challenge GTS season-opening weekend, claiming victory in a shortened race. The 50-minute Sprint race was called after 44 minutes due to a two-car accident that blocked the circuit. He controlled the race from the start, stretching an early lead on Piana. James Sofronas was third in the #14 GMG Racing Audi R8 LMS GT4.

In the second PWC GT race, Scott Hargrove collected his second career win in as many starts. The 50-minute race ended under a red flag following a massive accident by Alvaro Parente in the #9 K-PAX Racing Bentley Continental GT3 due to brake failure. By chance we were seated in the bleachers next to Turn 10 when he drove straight into the tire barrier, coming to a stop a few feet away from food concessions behind the safety fence. Hargrove led from the start in his #96 Porsche GT3 R. Daniel Keilwitz's #26 Callaway Corvette C7 GT3-R was second. Daniel

Morad was third in his #2 Mercedes-AMG GT3, ahead of Christensen's #24 Porsche.

We dedicated Monday through Wednesday to exploring the region around Tampa including a quick stop at McDill Air Force Base, home of the Central Command and Special Operations Command. There



were several "foreign" accents spoken in the hotel since the Tampa Bay area is the spring training home to the Yankees and Phillies. This was also true in Fort Myers with many Red Sox and Twins fans in attendance. Baseball fans have a wealth of possibilities to see their favorite players on this side of Florida.

We left the coast on Thursday heading south to Bradenton, then east toward Zolfo Springs to Sebring International Raceway (SIR). There are many lodging possibilities in the vicinity for a wide range of prices. You should book early as close-in lodging is quickly reserved by teams and sponsors. There are also many bed and breakfast available. The more adventurous may want to try camping in the SIR infield or renting a mobile home. One venue worth visiting for a drink is the historic Inn at the Lake. It has some great racing photographs, memorabilia and team members in residence.

There is also the Chateau Elan Hotel at SIR near Turn 7, for a price! Team transporters arrive Tuesday and the paddock is set up on Wednesday. Thursday is reserved for day and night practice. A little after noon, we arrived at the track and parked in the North Paddock parking just off Turn 1. We walked to our seats on the Gurney Terrace above pit row with a great view of the start-finish line on main straight. After lunch we strolled through the SIR car museum honoring a few former winners, including the 1968, #49 Porsche 907 of Hans Herrmann and Jo Siffert. Later #49 was

Above: Revs Institute 1968 Herrmann-Siffert winning Porsche 907 at Sebring

Below: GTLM cars cross starting line at 2018 Sebring 12 Hours

Opposite: Sunset Bend at 2018 Sebring 12 Hours



driven for few laps by Gunnar Jeannette for the Revs Institute. A crowd gathered as the 907 was fired up and drove onto the track. It sounded great and ran well considering this was its golden anniversary.

The PorschePlatz is located at the exit of Sunset Bend (Turn 17). As always, Porsche Cars North America (PCNA) representatives and the valiant Porsche Club of America (PCA) volunteers were busy getting the Platz ready for activities on Friday and Saturday. Thursday morning the International Motorsports Association (IMSA) WeatherTech SportsCar Championship (WSC) classes practiced. At noon the first

Porsche GT3 Cup Race was held. The Continental Tire SportsCar Challenge (CTSC) qualification were held on Thursday afternoon. WSC cars were back out for night practice.

When we arrived Friday morning the track was covered by a thick blanket of smoke and fog created to protect the citrus crops from frost. Activity was in full swing in the paddock. This is a good time to visit pit lane and the garages before the large crowds descend and security guards are fully deployed. The cars are being prepared for final warm-up and repairs are being made to those hav-

ing crashed or broken down during practice or qualification. The WeatherTech cars then conducted practice under very limited visibility. As the sun rose and the fog dissipated, the Prototype Challenge (LMP3) cars started moving to pit lane. After a coffee and an egg sandwich we returned to the Gurney Terrace overlooking Turn 1 to watch the race. This year PCA visited the #58 Wright Motorsports garage and transporter where Long, Nielsen, Jaminet and Renauer were making final preparations with the engineers. After a briefing by the team manager, it was time to grab a few autographs and chat with some of the drivers in the paddock.

After lunch, Owen Hayes, Director of Porsche Motorsports North America, conducted a Tech Talk explaining the links between track cars and road cars. He described how electronic navigation aids are push-

ing series sanctioning bodies to require major constructor homologation. This allows for better balance of performance (BOP) and safety. At this level of racing the technology is such that modifications to electronic systems can have dangerous consequences. He stressed that there are many other levels of racing and driver education available at a significantly lower cost. He then provided a detailed description of the briefing his organization provides to help both the factory and customer teams prepare for their race.

From 12:30 to 1:30 the Daytona Prototype International (Dpi) and Le Mans Prototype 2 (LMP2) (600 HP/200mph), Grand Touring Le Mans (GTLM) (525 HP/185 mph) and Grand Touring Daytona (GTD) (500 HP/175 mph) classes qualified for Saturday's 12 Hours. Tristan Vautier's #90 Cadillac Dpi took the pole, followed by Olivier Pla's #2 Nissan Onroak Dpi and Ricky Taylor's #7 Team Penske Acura ARX-05. In GTLM the Team Rahal Letterman Lanigan (RLL) #25 BMW M6 GTLM Alexander Sims, Kuno Wittmer and veteran Bill Auberlen were first, with #62 Risi Competizione Ferrari 488 GTE second followed by the #24 BMW. #912 was sixth and #911 was eighth. In GTD the top three were #51 Ferrari, #29 Audi and #15 Lexus. Porsche GT3 R were eleven and seventeen of eighteen cars in class. After qualifying the Porsche factory teams came by the PorschePlatz for a short Q&A. They qualifying drivers were unhappy with their times and were teased by those who had not. The starting positions would turn out to be inconsequential.

The final event of the day was the two-hour CTSC Race. In 2018 it includes three classes: Grand Sport (GS) (400-500 HP/175 mph GT4); Street Tuner (ST) (220-280 HP/150 mph stock) and; new this year, Touring Car (TCR) (300-350 HP/155 mph sedans). The pole sitting #28 RS1 Porsche Cayman GT4 CS-MR of Dillon Machavern and Spencer Pumpelly ran very well for the first stint. Pit stop cycles and an untimely caution session caught it out. They had controlled the early part of the race and raced back to the lead, but due to a long last pit stop, the car was sent to the rear. This allowed the #60 Ford Mustang GT4 to lead the field to a restart with 40 minutes to go. Canadian Kyle Marcelli held off Toby Grahovec's #26 BMW M4 GT4 for the victory. Machavern fought his way back to finish third. In TRC the #74 Audi RS3 driven by Kumo Wittmer won on the final turn when their teammate #77 Audi slowed to a halt. This moved the Rumber brothers' #31 Volkswagen Golf GTI into second, followed by the #10 Audi driven by Lee Carpentier and Kieron O'Rourke. In ST, Mark Pombo and Jared Salinsky won in the #52 Mini Cooper. Mat Pombo overcame the contact and drive-through penalty to finish second. The class points leading #21 Porsche Cayman driven by Jase Rabe and Max Faulkner finished third. 2018 is the final year for the venerable base 987 Cayman. TRC appears to be a



very popular class due to the small sedan platform that is affordable for younger enthusiasts.

The weather Saturday was magnificent. Activities in the paddock garages started early for some teams and had never ended during the night for others. The PorschePlatz was busy with cars preparing for and conducting parade laps. The PCA Café was open with coffee and doughnuts for us to watch practice under bright sunshine for all classes in the twelve-hour Sebring IMSA WSC race. After the habitual raffles and quizzes, I headed down to the Grid Walk before the race. At the Wright pit stall I had a quick chat with

eleven full course cautions and was green for the final 1 hour and 13 minutes.

The mid-engine Porsche 911 RSR, driven in the last stint by Nick Tandy, won its first major endurance race by holding off Alexander Sims' BMW for the final hour. He and teammates Patrick Pilet and Fred Makowiecki ran an error free race. It started with #24 BMW leading for much of the first five hours but was sidelined by front end damage and finishing seventh. The Porsches steadily ran strong and eventually made their way to the front. The #912 of Earl Bamber, Laurens Vanthoor and Gianmaria Bruni led, until Bruni



Hurley Haywood. He was our senior instructor at the Porsche Sports Driving School. His new book just came out. It is an excellent read with great racing photographs from 1969-2017.

After pit lane was cleared, the field did a couple of warm-up laps and the 12-hours started at 10:40. After watching a few laps it was time for my customary walk around the track. Starting at the Hairpin (7), then Fangio (8, 9), "Infamous" Turn 10, Collier (11,12), Tower (13), Flying Fortress Straight and stopping at Bishop (14) to observe Le Mans (15). I then crossed over to Big Bend (5, 6) before going to Turn 1. Later I went back out to view Ullman Straight Turn 16 and watch the sun sink at Sunset Bend (17). Fantastic action at every turn. The 12-hour race had

hit a curb and had to come in to have his rear bumper replaced. The defending Sebring class winner #3 Corvette C7.R suffered through a tire problem following a slight off-track tire on the opening lap followed by a variety of mechanical issues including a recurring alternator problem, steering issues and ultimately a brake duct change. Proving the adage: that you cannot win the race in the first hour, but you surely can lose it. After great success at Daytona, Chip Ganassi Racing Ford GT team had a change in fortune. Both cars were involved in contact, first in the pits into each other and then on the track, causing them to lose valuable time.

Pilet went to the front with just under two hours remaining when he came along side Toni Vilander's

Risi Competizione Ferrari 488 GTE and passed him in Turn 17. Makowiecki maintained the lead until Tandy took over for the final stints. The Porsche crew did a great job on the final pit stop and kept #911 in the lead despite the best efforts of Sims in the #25 BMW M8 GTE. Sims go the gap from five to three

Patrick Lindsay, Joerg Bergmeister and Tim Pappas finished ninth. The GT3R is showing its age. They were well driven and reliable but lacked pace to keep up with newcomers, Lambo, Mercedes and Audi.

The Prototype Class consists of Daytona Prototype International (DPI) and LMP2 cars that replace the previous tube-framed Daytona Prototypes. These new prototypes are based on the four Automobile Club de l'Ouest (ACO) homologated Le Mans Prototype 2 (LMP2) chassis made by Dallara, Onroak (Ligier), Oreca, and Riley-Multimatic, with brand specific bodywork and homologated engines: Cadillac DPi-VR (Dallara P217 chassis); Nissan Onroak DPi (Ligier JS P217 chassis); Mazda RT24-P (Riley Mk. 30 chassis) and; Acura ARX-05 (Oreca 07 chassis) and LMP2 Cars using Gibson engines.

Nissan DPi scored its second Twelve Hours of Sebring victory in the last three years, thanks to a masterful drive by Pipo Derani. The #22 Nissan Onroak DPi won the overall race by over 12 seconds over the #10 Wayne Taylor Racing Cadillac DPi-VR. Renger van der Zande was unable to match Pipo Derani's pace in the closing hours. This was second overall Sebring win for Derani, Johannes van Overbeek and Nicolas Lapierre. Lapierre won in 2011 with Team ORECA in Peugeot 908.

Van der Zande brought his Cadillac DPi home in second, after multiple water stops due to overheating, ahead of the #31 Action Express Racing entry of Felipe Nasr. Two time Le Mans winner Romain Dumas was fourth in the highest-placed LMP2 car, Jon Bennett's #54 CORE Autosport Oreca 07 Gibson that was also the best Pro-Am team. Mazda Team Joest, Team Penske Acura ARX-05, and the #2 Nissan all retired due to mechanical and contact related issues. In the final two hours, pole sitter Tristan Vautier's #90 Spirit of Daytona Racing Cadillac DPi had a massive crash into the tires at the exit of Turn 17 in front of the Porscheplatz. As the fireworks burst overhead the crowd moved toward the victory circle. Pilet, Tandy and Makowiecki bounded onto the stage as the GTLM winners. They were later joined by the third-place team of Vanthoor, Bamber and Bruni before the traditional Gurney champagne shower. Particularly fitting with Dan's passing.

After the race we carefully drove back to our hotel. On Sunday morning we ate breakfast overlooking the lake before driving south to the coast. Two weeks of cars, sea and sun. Next year there will be 24 hours of racing as IMSA and World Endurance Championship (WEC) will have back to back races. Start right now if you want a room for that weekend! ■



*Above:
Porsches lead
BMW M8
GTE into Sun-
set Bend at
2018 Sebring
12 Hours*

seconds at the half hour mark and finished over six seconds behind. Laurens Vanthoor got the #912 to third with a strong final stint for a double Porsche podium. This was the second IMSA win following its maiden victory at Lime Rock Park in 2017.

The Ryan Briscoe, Richard Westbrook and Scott Dixon driven #67 Ford GT rallied in the final hour to finish fourth followed by Risi's Alessandro Pier Guidi, and Oliver Gavin's #4 Corvette. The #66 Ford, co-driven by Joey Hand, Dirk Mueller and Sebastien Bourdais finished last in class. Balance of Performance (BOP) seems to have done its job with several teams being competitive. The Porsches and BMWs were particularly well suited for this track. They both used Michelin low temperature tires that performed well late in the race.

In the GT Daytona Class, the #48 Miller Racing Lamborghini Huracan GT3 driven by Bryan Sellers made a brilliant pass of Jeroen Bleekemole's #33 Mercedes-AMG GT3 in Turn 1 during the final hour for the win. Sellers and co-drivers Madison Snow and Corey Lewis were near the front of the field for most of the race. After Sellers passed the Mercedes, he pulled away and held on for the win over Alessandro Balzan's #63 Scuderia Corsa Ferrari 488 GT3. The Mercedes finished third. Mathieu Jaminet drove the #56 Wright Motorsport Porsche 911 GT3R to sixth. The #73 Parkplace Motorsports Porsche 911 GT3R of



Macan to Mooresville

A couple of years ago, my wife Linda and I dropped into Mooresville, North Carolina on the way back from picking up a 911 we purchased in Atlanta. Known as Race City, Mooresville is essentially the heart of Nascar country and I'd been re-reminded of this in coming to know Nascar Champion driver and 2017 Daytona 500 winner, Kurt Busch, who calls Mooresville home. He's not alone, as many drivers have luxury homes along the town's other southern draw - Lake Norman. Created by Duke Energy in the 60s, the flooded valley and its multi-finger 520 miles of shoreline have become a lake lover's dream. Boating, fishing, swimming, skiing and dock happy home sites have attracted many, including Nascar's elite, earning the lake its nickname - The Redneck Riviera!

In the early days of the 70s, my trips to North Carolina were for drag racing or delivering Ferrari's to the High Point home of the late collector Norman Silver. The past twenty years have been more of the two wheeled variety along the Blue Ridge Parkway, also visiting friends in Banner Elk, or to Asheville. In fact, our honeymoon was spent around Blowing Rock. So NC's hospitality and beauty have long since brought on a homey, slice of life, feel.

Living west of the Nation's Capital in Virginia, Mooresville is about 6 hours south, or just north of

Charlotte on a map, netting three basic drives there - Rt.17, to I-95 to I-85 towards Charlotte and up, or I-66 to I-81 to I-77 and down, or, our preferred route, Rt.29 south through Charlottesville, Danville and Greensboro to I-85 south. The latter is a comfortable, low traffic alternative and, while supposedly the slowest choice, I'd say barely and certainly worth it. This little road trip would be a first for our new Macan. Already in love with its sporty manners, the Macan S is a willing accomplice for highway touring, very eager to toy with the law. I'm devilishly happy to report this was a citation-less affair.

The two mentionable things about our trip south include the previous day's snowfall near Danville, and an unexpected, yet delicious lunch found there at Crema & Vine (.com) at 1009 Main Street. Our 8:30 AM departure time had us rolling into Mooresville mid-afternoon. A good many towns are built along a river or the railroad, and here the tracks go right down the center of town. Historically once textile driven, there is a bygone-days feel with just a touch of revival found here. A wealthy business man, Michael Bay, had semi-recently transformed the run down 110,000 square foot, Merino Mill on Main Street, into a mixed-use extravaganza, which includes a massive new furniture warehouse, antique mall, beer garden, pizzeria, burgers, etc. His investment appears to have

*Story and photos
by Tom Neel*



been wise and good for the town.

The historic town lies just east of I-77, with the new growth and Lake Norman just to the west, and NASCAR's abundant automotive industry wraps around it all, but sits "mostly" to the north. Also, 20 minutes south in Kannapolis, NC (the hometown of Dale Earnhardt) nearer to Charlotte Speedway, you not only find Stewart Haas Racing, but Haas F1. Haas, by the way, is the largest CNC [what is this?] machine tool builder in the US. In the old days, before stock cars ventured off to more distant places, it's easy to see how many tracks, such as Charlotte, Atlanta, Martinsville, Darlington, Richmond and others that are no longer used, could be driven to in a handful of hours

or less.

Speaking of Stewart Haas, over the past few years I've come to know Nascar Champion and 2017 Daytona 500 winner, Kurt Busch. Though he was out of town, Linda and I were invited to tour his personal garage, near his home on Lake Norman. Needless to say, we should all be so fortunate as to have such a space. There were past race cars, several Barrett Jackson purchases, and a couple of his perks of the sport, including a pristine 2005 Ford GT with just 97 miles on it, given to him by Edsel Ford II. The car is about to get some company as KB recently took delivery of his new Ford GT. Also in a twist, a vintage 1975 Lancia Fulvia Monte Carlo coupe, painted in Maja Jaune, arrived while we were there.

Mooreville is an area where anything automotive is possible, be it fabrication, engine development, or wind tunnel testing. It's a sophisticated community, filled with many week-trained racers, and racing is ingrained in Mooreville's economy. But, as many of us know, racing is having a hard time, and NASCAR's ratings are the lowest in 20 years. Evidence can be most recently seen with Mooreville-based Lowes Corporation, ending their 18-year sponsorship of the sport's 7-time champion, Jimmy Johnson. The Hall of Fame inductee's 83 wins still apparently not cutting it when it comes to sponsor packages in the \$30 million range.

If things are slowing though, someone forgot to tell Team Penske. Rodger's state of the art, 425,000 square foot, 105 acre racing campus, employing over 500 people, is a jaw dropper to visit. Once through the door of the 5,000 sf gift shop, you can ascend





stairs to the 432 foot Fan Walk, which overlooks much of his 240,781sf Nascar operation. Unfortunately, none of the 55,843 sf Indy car facility can be seen, or their sports car interests. In short, I would eat breakfast off the floor in this place!

Also fun to see there was Penske's 1972 International transporter, the "Blue Hilton", which was found in a Illinois field after its sale to an under-appreciator decades ago. The famous rig which carried Penske's 917/30 Can-Am car was recently purchased and restored for his 80th birthday in 2017. The brilliant royal blue and striking yellow Sunoco/Porsche/Audi lettering were shining reminders of racing's good old days!

Lake Norman B&B's peaceful accommodations provided a great stay. I honestly think it's the only B&B actually on the lake. Acting also as the residence of Rick and Susan Wolff, the three available converted suites were perfect, our hosts' southern hospitality was in keeping with a well written novel, and Susan's tasty breakfasts were even wonderfully accommodating to my gluten-free needs. Quiet, clean, and relaxing, this lovely home made our stay all the more pleasurable.

Lake Norman's bustling eastern shoreline reaches all the way down to the northern suburbs of Charlotte and its population of nearly 900,000. Just to the south of Mooresville, in adjoining Mecklenburg County, lies the quaint, yet vibrant college town of Davidson. Founded in 1837, the college bearing the town's name, is a stately 665 acre backdrop to Main Street's boutique shops and "Kindred", the hip place

to have lunch, which was well worth our visit. Textured brick and contemporary interior design support Kindred's inventive and artful small dish cuisine. Southern Living named it as one of the best restaurants in the region, placing it on its South's Top Ten list. Yum!

On our long loop of the lake, the Macan S proved why it continues to be Porsche's best seller. With what has to be almost any vehicle's tightest turning radius, in town obstacles were effortless. Its on-road prowess, sure-footed nature and ample get-up-and-go, meant that if you needed to extract yourself quickly from a situation, a tap of the throttle left everything else a diminishing dot in your rear view mirror. Fuel consumption of just over 20 mpg on the highway is nothing to write home about, but, unlike our Outback, this wasn't the Macan's target. Sporty driving with added comfort and flexible space was, and it so deservedly lives up to those expectations. If you love your 911 and the shoe no longer fits, but you want to drive a Porsche, you will not feel cheated in the ownership of a Macan. It's quite worthy of the Porsche emblem on its hood. ■



The Sound of Silence

Story and photos
by Sydney Butler

I woke up tired and grumpy, feeling every one of my 75 years. The bed was wonderful, the weather freezing and the 8:10 AM Porsche Press Conference was at least an hour away at the Geneva Auto Show. I wasn't particularly interested in the predicted debut of the new GT3RS, as I had seen its GT2RS big brother in Washington a few days earlier. I yawned as I imagined yet another typical Porsche announcement, with smoke billowing from a giant movie screen where a new racing model screamed ear-piercingly around an imaginary track. I was getting too old for this.

But curiosity eventually prevailed. I caught the train to Geneva and arrived just as the press conference was shutting down. A Lizard Green GT3RS was on the show floor, not on stage where I expected it. What was featured on the stage was the most un-Porsche-looking Porsche I had ever seen, under a backdrop that read "World Premiere Mission E Cross Turismo". It looked like a white oversized Lego model with black plastic parts and blue wheel rims. Was this Porsche's version of the Toyota Rav4? I was aghast.

And the thing was all electric, flanked by signs bragging it would "quietly and seamlessly integrate

into your digital lifestyle." Was this a cell phone on wheels? Where were the flowing iconic lines of the 911, the brutal exhaust ports of the GT3RS? Where were the blaring howls of the 919s my son and I had thrilled to in Austin last September?

Amidst this confusion, I decided that what really bugged me the most was the lack of sound. Porsche certainly has a rally/off road history that the Cross Turismo could mimic, but not a silent golf cart history. And what about pure racing—the essence of Porsche's brand? Wasn't sound vital to the emotion and excitement of LeMans, Daytona, Sebring? Or just as vitally, to enliven daily driving in a world of soulless cars and traffic?

Over my next days at the Show, I questioned Porsche engineers and representatives about the future of sound for the brand. Did they think this was an issue? Was Porsche losing its soul?

I happily discovered that everyone is taking the matter of sound and Porsche seriously. Engineers are intensely focused on what particular sound, in the new hybrid and electric world, will assure the unique



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driver involvement of a Porsche. There is vigorous debate, even argument, over the path forward. As Dr. Frank-Steffen Walliser, Vice President Motorsport and GT cars, told me: “The future of sound for Porsche is a critical concern. We understand that it is connected to passion and the thrill of racing and sport driving. Our engineers appreciate its importance and we will find answers to satisfy Porsche customers.”

When I pressed for details, Walliser continued, “Whatever answer we find will not be artificial. We will not create sound that is separate from the total feel of the car. We will find a way to capture and perhaps amplify the workings of the performance components of a Porsche sports car.”

While I was more assured, I was not convinced. I kept thinking that, despite the best efforts, the sound of future Porsches would just not be the same. And I still could not force myself to like this odd creation on stage. I could possibly envision a sleek, silent, and beautiful Panamera, but not a boxy off road vehicle with raised suspension and cheap-looking black cladding.

I would have remained grumpy and disdainful but for a wonderfully enlightening conversation I had with a young entrepreneur and former professional racer. As we stood in front of the Cross Turismo, I told him that I thought it was ugly and decidedly un-Porsche, and further was dubious about the lack of sound in it and future Porsches. His comments astounded me. “My generation does not care much about how “beautiful” a car is. We care about the most modern and efficient technology, and how the car fits our lifestyle. I can certainly see me and my family-to-be enjoying this Porsche for outdoor adventures. Of course I love the performance, but frankly I am ready to give up sound.”

To my surprise, his comments melted my criticisms. He was honestly speaking the truth, and

Porsche—certainly through its market research—had correctly discerned his demographic. This car was perfect for an adventurous young generation, for hikers, bikers, climbers, skiers, surfers, paragliders, campers and fun loving families that admire Porsche performance, quality and technology. And perfect for the speed enthusiast who wants the feel the thrust of 600HP as it slams him from 0-60mph in 3.5 seconds.

So now, what about the silence of it all? Gradually I began to appreciate that silence and nature—and silence and technology—complement each other perfectly. Who needs the howl and smell of an exhaust when you are in the mountains, or when you are admiring the scenery out of a full front to back glass roof? Or when the interior is filled with cool technology like gauges that turn 3D when your eyes look at them?

Of course I am further assured by knowing that Porsche is not going over the Dark Side of Pure Silence. Sport/sound enthusiasts will still be able to acquire throaty

911s or full-bore howlers like the GT3RS. But for the future, at least in concept, a new generation can also dream of a silent modern masterpiece that fits into and enhances their lifestyles. (And aging journalists can dream about quiet press conferences).

And maybe that dream has already entered the mind of this grumpy old writer who longs to be young and hip. In fact, his computer now has a new screensaver—a silver Mission E Cross Turismo parked alongside a glass-roofed cabin and facing across a silent and tranquil lake into the woods beyond...



Visit to PCA HQ

Story by Glenn Cowan

Photos by Glenn Cowan and Vu Nguyen

Recently I visited PCA's National Headquarters in Columbia, MD where I had an opportunity to meet and speak with Vu Nguyen who has been National Executive Director for 13 years. The headquarters building is an unassuming low rise office structure in a typical commercial office park not far from downtown Columbia and easily accessible from I95 or MD29.

While presenting a somewhat drab exterior (no Porsche graphics to speak of), the interior physical layout is both pleasant and efficient. Adjacent to a reception area there is a small PCA logo merchandise display and a series of well-equipped professional work areas including Vu's office, which is directly off the main entrance and easily accessible to visitors.

Worldwide, 230,000 enthusiasts belong to Porsche clubs. With 130,000 members across 144 Regions (of which Potomac is consistently top 3) PCA, in 60 years, has grown to be the largest single marque car club in the world. With growth steady at some 5%, PCA should top 150,000 members in the next three years.

Which left me wondering how so few staff manage such a wide array of programs on top of publishing a spectacular magazine every month. Having some familiarity with what it takes to produce a car club magazine, I proffer a bow to the professionals who publish Porsche Panorama.

Oh, I almost forgot, they also support the volunteers who run all the Club Races nationally, publish PCA Club Racing News and manage an excellent web site that offers members an impressive array of serv-



ices, advice and products. We PCA members are hugely well served by their efforts.

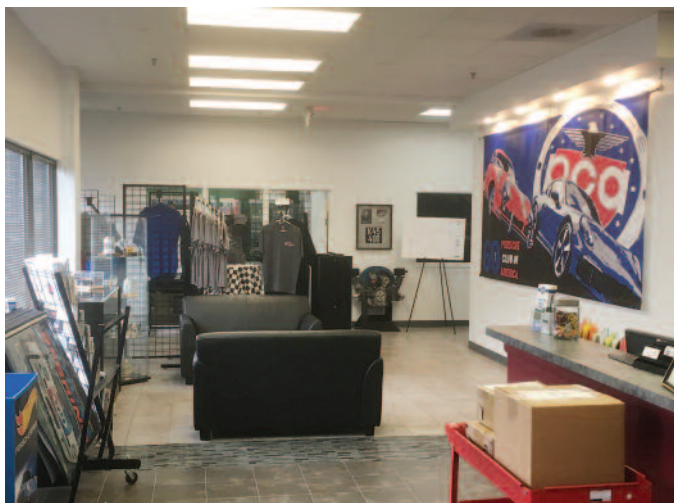
The back office of PCA has an efficiently organized storage space which contains PCA merchandise and shipping facilities as well as all of the equipment necessary to organize the annual Porsche Parade which is a national highlight event for thousands of Porsche fans. This back area also houses the displays for the annual Member Only Raffle which last year was so successful that PCA was able to raffle off twelve new Porsches! While office space is by itself not exciting, the work that goes on at PCA HQ by the inspired staff there is an important part of the glue that binds our Porsche community together.

Prior to saying thanks and goodbye, Vu had me pull my car into a display space specifically designed to allow visiting members to have their cars photographed at PCA amid many of their priceless museum quality mementoes of Porsche's illustrious heritage. I was thrilled to hold an actual Le Mans trophy won by Porsche – with an admonition from Vu not to drop the Baccarat Crystal of which it is made!





Photos, clockwise from top: Porsche merchandise galore; Glenn with his car in the trophy room, gripping the crystal Le Mans trophy tightly; lounge area with more Porsche stuff.





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A Time For Analog

January 2018 issue of Panorama “The Last of the Analog Porsches” highlights the superb mechanical dynamics of the 968, 993 version of the 911, and the 986 Boxster, all from the 1990s and early 2000s.

These beautiful machines stand in contrast to the much talked-about autonomous driving electric vehicles being developed today. The current crop of new vehicles, with large tablet-like displays, accident avoidance and hybrid systems, are far from analog. The next generation 911 will come only with digital gauges.

Technology offers great potential. Autonomous driving will reduce accidents; and electric power promises to improve air quality. These are good things. But what do they mean for those who appreciate the experience of driving a great performance car?

One scenario that might play out could be similar to what happened in the watch industry. For the first seven decades of the 20th century, mechanical watches continued to develop from their 18th and 19th century predecessors. During this time, one could say that Swiss watch makers were on top of the world. Then, in the early 1970s new technology disrupted this paradigm. Inexpensive battery-powered quartz watches made mechanical watches obsolete. Many of the best known, old world brands stopped making mechanical watches altogether.

But, after 15 years of being out of style and out of production, with few exceptions, they became fashionable again. People rediscovered the craftsmanship and elegance of an automatically winding watch that runs on finely tuned gears and springs.

A great barometer of fashion and style has always been James Bond. In the 1960s Bond wore a Rolex

Submariner, a rugged, yet suave, mechanical time piece. Through most of the 1970s and 1980s he wore quartz watches, sometimes digital versions from Sieko. Then, from 1995 to the present, he rediscovered the sophistication and style of mechanical watches, wearing a series of Omega Seamasters. Of course, his had a few extra options, courtesy of the Q Division - steel-cutting laser beams come in handy sometimes.

The vast majority of time pieces today remain battery powered; but there is a strong market for finely crafted mechanical watches that harken back to an earlier time.

I can see the same phenomenon happening with cars. The majority of people who view cars as just transportation will be happy and well-served by autonomous driving electric vehicles. But, after some years, there will be a desire by those who remember the joy of a real sports car to create those wonderful and impractical beasts again. The future analogs will be the real deal. They will rumble and vibrate. They will have honest manual transmissions, not because they are the fastest, but because they make for the best driving experience.



Cutting edge technology can be wonderful, but driving a performance car like the ones made in the last decades of the 20th Century is hard to beat. Analog may be old tech, but it is about the user experience, not just the statistics.

The best of analog performance cars harkens back to a time when driver and machine could, and did, become one on a winding road.

Story by
Paul Gilbert

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First DE of ... Spring?

It sure didn't feel like Spring, that's for sure. As cars and drivers alike shook off the cobwebs from a long Winter, ready for the warm days at the track, something went horribly wrong. Days from the first DE of the season there was a forecast of 5-8 inches of snow for Summit Point. Yes, in April. Fortunately for all involved, the forecast shifted course just a few days before the event, and it was on!

But boy was it cold. Low-to-mid 30's, overcast, breezy. Just the kind of bone-chilling cold that makes standing outside not as enjoyable as one might like. That all changed once in the cars, where the adrenaline and hard work takes over and your heat rises, even with the open windows right next to you.

Sunday was better with actual sunshine, and it belied the colder temperatures to start. Drivers of all groups powered through and had a very successful first DE. The track was in great shape with the new paving, and after a few laps tires were up to an adequate temperature to allow for grip drivers were used to.

DE, or Driver Education, is a weekend for folks to drive around an actual racetrack, learning about their car, and perhaps more importantly, their own driving skill. Newcomers to the event will be in

Green group, where you will have classroom time, and many sessions out on the track. Track time is with an instructor right next to you, helping you work on learning your lines, working the mechanics of your vehicle, and being safe while having fun.

Many events are at Summit Point, just over the border into West Virginia, but several DE events are at interesting tracks all over, such as Pitt Race and Watkins Glen. The DE chairs would love to get new folks involved all the time, so if you haven't looked into DE and want to learn what you and your Porsche can do, look into it!

*Story and photos
by Michael Sherman*



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Open Board Meeting and New Member Orientation

Story by Glenn Cowan, photos by Charlene Truban



Above: New members at the meeting. Below: George Whitmore, Potomac Historian, looks through an early Club manual

The By-Laws of Potomac PCA require quarterly Board Meetings. So, every 3 months the officers of our club gather to provide update reports on the various club operations. Some smart person realized that rather than treat this as an obligation, we should use it as an opportunity. By inviting new members what we have now are Board Meetings combined with an occasion to meet new folks and give them a brief introduction to the wide array of activities now available to them.

If you have an opportunity, you should take a couple of hours on a Saturday morning and attend one of these (did I mention there are 4 a year?). Each program chair outlines their activities in enough detail to give new members a sense of the scope of our programs and answers new member questions. It's always impressive how much PCA Potomac does and how many folks it takes to do it! You might even meet a new member and have someone different to regale with your exploits at Summit Point.



March 2018 new Potomac members

New Members

Thomas Alldredge - 2014
Boxster S - from Silver
Spring

Brett Arp - 2007 911 Turbo -
from Alexandria - transfer
from Palmetto

Rand Bass - 2012 911 Carrera S
Coupe - from Arlington

Kenneth Bershtein - 2006 911
Carrera S Cabriolet - from
McLean

Mark Cecil - 2004 911 Turbo
Cabriolet - from Brookeville

Andrew Creane - 2013 Boxster
S - from Haymarket

Bob Credle - 2007 911 Carrera
Cabriolet - from Laurel

Phillip Davis - 2005 Boxster -
from Dumfries - transfer
from Hawaii

Mark Devine - 2008 911 Car-
rera Coupe - from Manassas

Robert Gates - 2012 911 Car-
rera 4 GTS Coupe - from
Bowie

Eric Grant - 2013 Panamera 4 -
from Silver Spring

Jim Gresis - 2012 911 Carrera
4S Cabriolet - from McLean

Heather Halvorson - 2014 911
Carrera 4S Cabriolet - from
National Harbor

Brandon Itkin - 2006 Boxster S
- from Ashburn

Robert Jackson - 2008 Boxster -
from Great Falls

Tom Koutsoumpas - 2018 911
Carrera - from Chevy Chase

Justin Lawther - 1976 914 2.0 -
from Manassas

Barna Lazar - 2001 Boxster -
from Washington

Yuri Myathee - 2008 Cayman -
from Kensington

Sergey Mytsa - 2009 911 Car-
rera 4S - from Purcellville

David Nazario - 2012 911 Car-
rera Coupe - from Ashburn

Alan Parris - 2013 911 Carrera
S Coupe - from St. Leonard

Razwan Raja - 2015 911 Turbo
S Coupe - from Fairfax

Sean Reiche - 2014 Cayman S -
from Herndon

Robert Simmons - 2006 Boxster
S - from Herndon

G. Matthew Snyder - 2018 911
Carrera - from Berryville

Mark Spisak - 2015 911 Car-
rera S Cabriolet - from
McLean

Michael Tavenner - 2016
Cayenne S - from Frederick

Craig Taylor - 2006 911 Car-
rera Cabriolet - from Oakton

Douglas Thornton - 1986 944
Turbo Coupe - from Alexan-
dria

Huy Trinh - 2018 Macan S -
from Falls Church

Niel VanLandingham - 2001
Boxster - from Warrenton

Terrence Vesper - 2006 Cayman
S - from Charles Town

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April 2018 Potomac anniversaries

Anniversaries

50 Years

John & Christopher Ryan

40 Years

Jorge & Rima Carnicero

35 Years

William Love

Eric Weisblatt & Joseph Magnone

25 Years

Aryan Azarsa

20 Years

Werner & Joan Minshall

15 Years

Jim Chapman

Mick & Mia Frankel

Jonathan & Elizabeth Litvany

George & Miriam Tsantes

Fred & Paula Walker

10 Years

Richard Brunasky & Joan Wisnosky

William & Sandra Byrd

Justin Hughes & Heather Podnar

Paul & Matthew Marsala

Kenneth & Sigrid Morris

Edward & Marybeth Reynolds

Tige & Elizabeth Savage

Scott & Cathy Stevens

5 Years

Max Aronow & Tricia Rawlings

Michael Freeman

Charles Hammon

Gregory Jackson

Annette Kerlin

Timothy & Elizabeth Kutz

Aric Moore & Karen Vamberi

Michael & Ellen Patterson

Daniel & Nicky Pijuan

Alan Taggart

James Wallace

Kim Wallace



Contribute to der Vorgänger

Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

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

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

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

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

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

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

Advertisers' index

Auto-Therapy	24
Autobahn	28
AutoSportsystems Group	26
Craftsman Auto Care	18
Dulles Car Concierge	28
Glass Jacobson	24
Grenier Law Group	22
Intersport	3
Odds and Ends Detailing	9
OG Racing	7
PCNA	2
Porsche of Silver Spring	5
Porsche of Tysons Corner	6
Radial Tire Company	22
RPM	24
SSI	8
Stuttgart Performance	28
TPC	26

Readers and Their Cars

Right: Folks gather for the drivers meeting at the first DE at Summit Point. Photo by Michael Sherman.

Below: Members meet for the open board meeting. Photo by Charlene Truban.





Left: PCA Junior Member John Truban III was there to show off his new badge. You can apply on PCA Nationals website. Photo by Charlene Truban.

Below: New members Joseph & Evelyn Aquino attended the board meeting. Photo by Charlene Truban.





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