

der Vorgänger



Proof: Adrenaline is contagious.

Upon takeoff, sheer thrill is sent coursing through the entire cabin. Exhilaration-induced smiles frozen on the faces of all five passengers. An infectious mix of speed and space. Found only in the new Cayenne. Porsche. There is no substitute.

The new Cayenne. Sportscar Together.



Porsche of Arlington
Arlington, VA
(703) 684-6660
porschearlington.com

Porsche Bethesda
North Bethesda, MD
(844) 812-0334
porschebethesda.com

Porsche Silver Spring
Silver Spring, MD
(301) 847-2500
porschelverspring.com

Porsche of Tysons Corner
Vienna, VA
(888) 289-5196
porschetysonscorner.com

©2019 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times. European model shown. Some options may not be available in the U.S.



PORSCHE

InterSport

Proudly Serving PCA
Members Since 1990

Charlie Murphy & Omar Hilmi
1524 Spring Hill Road, McLean VA

Renowned Porsche service
Pristine pre-owned vehicles

- ♦ From Motorsports and Performance Tuning to Scheduled Service
- ♦ Elite Technicians: Artist Kitburee, Craig Williams, Jimmy Loughlin, Darius Khakbaz
- ♦ Fully equipped and experienced with Porsche from vintage to current models



www.intersportperformance.com
omarkhilmi@gmail.com
tel: 703.242.8680 fax: 703.242.0358

Porsche BMW
Mercedes Audi

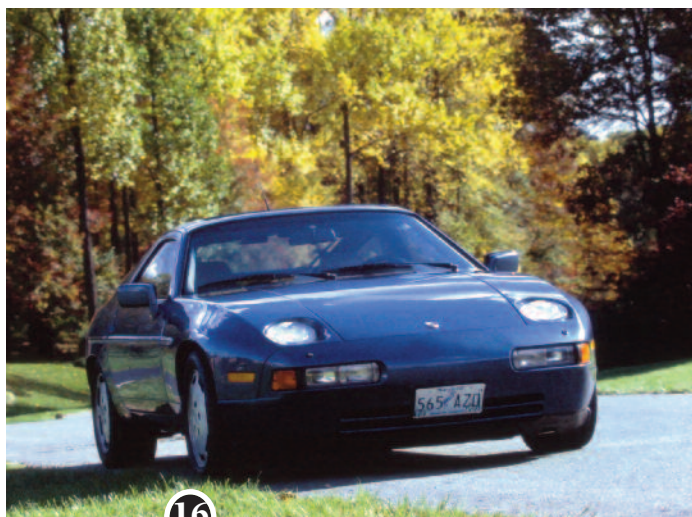
Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2019 calendar
- 10 Special Delivery Atlanta Style! by Tom Neel
- 12 Cefalù-Gibilmanna – Cronoscalata del Santuario by Mia Walsh
- 16 Owner's Review of 928 vs 911 by Paul Taylor
- 19 Sebring: 1000 Miles and Mobile 1 Twelve Hours by Ken Marks
- 23 Drive and Dine to Little Washington, VA by Glenn Cowan
- 24 HPDC in a Prius by Laurel VanLandingham
- 25 1st Autocross of 2019 by Glenn Cowan
- 26 Porsche Experience Center Atlanta by Glenn Cowan
- 30 Readers and their cars

Cover photo: This GT3 Touring is a special delivery in Atlanta. Story on page 10. Photo by Tom Neel.



10



16



19

der Vorgänger

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

May 2019
Volume 65, 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.

Publisher: Glenn Cowan
7600 Wisconsin Avenue, Suite 1010
Bethesda, MD 20814
dvpublisher@pcapotomac.org

Co-Editor: Glenn Cowan
Co-Editor: Michael Sherman
dveditor@pcapotomac.org

Contributing photographers: Ken Marks, Tony Pagonis, Charlene Truban, John Vrankovich, Mia Walsh.

Contributing writers: Sydney Butler, Ken Harwood, Tom Neel, John Truban, John Vrankovich, Mia Walsh.

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.

Letters to the editor are welcome. They should be brief and may be edited for length. Please include a contact phone number for verification.

To subscribe, join the Porsche Club of America. Details at www.pca.org. Visit the Potomac region website at www.pcapotomac.org.



Experience performance with confidence.

THE ULTIMATE CHOICE FOR PEOPLE WHO KNOW PERFORMANCE



- Sought after by the world's best.
- Feel confident and in control during high-speed maneuvers.*



Performance Sport

Michelin® Pilot® Sport PS2™

*Exceeding the safe, legal speed limit is neither recommended nor endorsed.

PCA POTOMAC DISCOUNTS
Porsche specialist tire advice
Race, DE and Autocross tires
Expert service and support

Supporting PCA Potomac
for more than 20 years.

Radial Tire Company

9101 Brookville Rd Silver Spring, MD (301) 585-2740

Please call for Directions
www.RadialTire.com



**The Best Brakes.
From the Best Source.**

PFC
BRAKES

HAWK
PERFORMANCE

BRAKE PAD TECHNOLOGY OF **CHAMPION**™

PAGID



Meet Mark Francis: OG
Racing's Trackside
Support.

He's a 20 Year Potomac
PCA Member. He has an
unhealthy obsession
with anything Porsche.
He knows a lot about
brakes. You might find
him at your next PCA
offering free brake
advice.



OG RACING

Your Source for Motorsports Safety Equipment • www.ogracing.com • 1.800-934-9112

Driving Test

My then 20 year old nephew lived with us one recent summer while interning with my company. I drove him to work each day and actually got to know him more on those drives than at work or around the house. Other than interesting conversation, it seemed an opportunity to improve his essentially non-existent driving skills. He knew the basic mechanics of driving but not much more, so I took it on myself to improve his skills by observing other drivers.

About five seconds into our "observation" the driver of the car directly in front of us approached the traffic signal at a notoriously long cycle intersection and anticipated the yellow by slowing down and coming to an immediate stop when the signal turned yellow. I commented that I wouldn't hire that person. My nephew expressed surprise and asked me to explain the connection between driving and employment. I explained that essentially, I don't want employees who anticipate impediments and react to them timidly. I would rather they act affirmatively to achieve our goals, even if occasionally this resulted in modest risk and "making it through the yellow."



Glenn Cowan




Michael Sherman

Minutes later a different driver changed lanes in front of us without merit of a directional signal, executed an illegal left against a red arrow and narrowly missed a collision with a car in the intersection. I said that I wouldn't hire that person either. Just as the first driver was too timid, this driver was reckless and would take rash corporate decisions against little potential gain. The few times such a strategy might bear rewards simply wasn't worth the risk.

Just before reaching the office we approached the final controlled intersection on our route. A driver in front of us, anticipating the light cycle, accelerated just enough to get through the yellow and in sufficient time to also permit us to make the turn.

I'm hiring that person. They will anticipate opportunities, take risks appropriate to the potential gain, and advantage others while doing so. My nephew pointed out that they were driving a Porsche, to which I responded – "of course!"




Every box, emphatically checked.

Known for first-class car buying experience and much more. From our fast, friendly and convenient customer service to our cutting-edge facility. We understand the value of treating you like family. Come experience Porsche of Tysons Corner.

Porsche of Tysons Corner
8601 Westwood Center Drive
Vienna, VA 22182
PorscheTysonsCorner.com

©2019 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times.



#sportscartogether

I recently traveled to Los Angeles for spring break with our eldest daughter who was home from Bowdoin College in Maine. As a surprise for her, I went on-line to book a performance driving activity at the Porsche Experience Center, which is located a scant 12 miles from LAX. After painstakingly reading through some of the opportunities available [Cayenne On & Off, 911 Carrera S Master the Manual, 2 vs. 4 and even the Accelerated GT3 RS], I chose the 90-minute 718 Cayman GTS experience for her, a middle-of-the-road price and an immensely fun car to drive. It wasn't until I went to book the experience, did I notice there was a 21 year old age minimum to participate. So, the surprise idea for our trip was scrapped before it was started.

Not wanting, however, to lose the Porsche experience for our mother/daughter time, I utilized the recouped money and some Hertz Gold points to book one of the Porsche "Dream Cars" rentals at the airport. Hertz offers the Boxster, Macan, Cayman and 911 at LAX and, since neither of us had seen the sun for a few months, I chose the Boxster, with its convertible roof and sleek body style. With only 385 miles on the odometer and a mere \$120 per day, we were able to have a Porsche experience for the entire 5 days of our trip for the same price as the 90 minutes at the Experience Center.

LA traffic is the worst in the country (with our lovely Washing-



Mia Walsh

ton DC beltway falling to a close second), yet the top-down Boxster made our 14-mile, 2 hour commutes around the sites of Santa Monica, Topanga and Venice Beach completely enjoyable. Catching glimpses of the Hollywood sign, watching the myriad of characters stroll on Sunset Strip and ogling at the mansions in Brentwood and Bel Air made our journeys more "4-D" with the open-air feeling of the convertible, catching sights, sounds and odors we would have missed in a sedan. We rode the 405, the 10, the 110 and the 5, belting out songs at the top of our lungs while catching some much-needed vitamin D sunrays on our wintery, pale skin as well.

As we returned to Baltimore with a little glow on our faces, messy tussled hair and a lot of fond memories from our time together, I thank our rented Porsche Boxster for making us feel like real California girls!

How do you and your family #sportscartogether?

• • •

President's Note – April 2019 Article on the Maggiano's Volunteer and Awards Dinner: Thank you to Jordan Applebaum for contributing all the photographs for this article. His name was inadvertently missed from the magazine.

GRENIER LAW GROUP. PRECISE HANDLING, TURBOCHARGED AND INCREDIBLY RESPONSIVE.



If you need the services of the best personal injury lawyer around, look no further than Peter Grenier and Grenier Law Group.

Peter has been named "Washington's Hottest Personal Injury Lawyer" by Washingtonian Magazine and has also been honored by the National Law Journal for achieving one of the top 100 largest annual verdicts awarded in the US — this among numerous accolades for his work over the years.

For a free consultation, contact Peter at 202-768-9600 or via email at pgrenier@grenierlawgroup.com. As his clients will readily testify, Peter is absolutely driven to get results. www.grenierlawgroup.com



Peter Grenier. "Washington's Hottest Personal Injury Lawyer"

Founders' Region officers

President: Mia Walsh

president@pcapotomac.org

Vice president: Gary Baker

vicepresident@pcapotomac.org

Treasurer: Stephen Kiraly

treasurer@pcapotomac.org

Secretary: Ken Larson

secretary@pcapotomac.org

Past president: David Dean

pastpresident@pcapotomac.org

Drivers' Education

Drivers' Education Chairs: Dirk

Dekker & Bob Mulligan

dechair@pcapotomac.org

Registrar: Diane Sullenberger, Chris

Mantzuranis

deregistrar@pcapotomac.org

Cashier: Roger McLeod, Jr.

decashier@pcapotomac.org

Track coordinator: Brian Walsh

trackrentals@pcapotomac.org

Chief instructors: Dan Dazzo, Steve

Wilson, & Don Mattran

chiefinstructor@pcapotomac.org

Tech chairs: David Diquollo &

John Vrankovich

tech@pcapotomac.org

Track stewards: Tim Kearns, Steve Vet-

ter, Stephen Kiraly, & Michael Han-

delman

tracksteward@pcapotomac.org



Mia Walsh



Gary Baker



Stephen Kiraly



Ken Larson



David Dean

Programs

Autocross: Jim Musgrave, Steve Bobbitt

autocross@pcapotomac.org

Drive & Dine: Ken Harwood, Glenn

Havinoviski

driveanddine@pcapotomac.org

Club Race: Kenneth D'Angelo,

Pat Kaunitz

clubrace@pcapotomac.org

Concours: John Truban,

Gary Sidell

concours@pcapotomac.org

Historians: Fred Phelps,

George Whitmore

historian@pcapotomac.org

Legal officer: Gary Sidell

legal@pcapotomac.org

Membership: Edward Hahn

membership@pcapotomac.org

Community service: Chip Taylor

communityservice@pcapotomac.org

Rally: Craig and Linda Davidson

rally@pcapotomac.org

Safety: Tim Kearns

safety@pcapotomac.org

Social, meetings: Pat Kaunitz

social@pcapotomac.org

Sponsor: Scott Bresnahan

sponsor@pcapotomac.org

Volunteer coordinator: Jonathan Van

Hise

volunteers@pcapotomac.org

Zone 2 Rep: Rose Ann Novotnak

zone2rep@pcapotomac.org

Webmasters: Ken Harwood, Ron Flax

webmaster@pcapotomac.org

der Vorgänger

Publisher: Glenn Cowan

dvpublisher@pcapotomac.org

Editors: Glenn Cowan,

Michael Sherman

dveditor@pcapotomac.org

Model Experts

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

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

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

Matt Curry's
CRAFTSMAN
auto care

Matt & Judy Curry

The Art and Science of Auto Care at its BEST

The legendary team from Curry's Auto Service has been reunited to finally bring you the old-world craftsmanship with the advanced auto care that you and your vehicles deserve.

Car Club discounts | Track Prep | Suspensions, Brakes, upgrades and tuning

New! 2 locations: Alexandria (703) -719-7606 | Fairfax (703) 272-3216 | CraftsmanAutoCare.com | (833) - CRAFTS1

Potomac's 2019 calendar

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

May

3-5 Pitt Race DE

4 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm

11 Open board meeting and annual picnic

11 Potomac Member Concours - Wash 'n Shine, held at Annual Picnic

18 Tech Session for Shenandoah DE, GT Peace Automotive, Chantilly, VA

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

19 Autocross School, Summit Point Cone Pad

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Dulles, VA

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

Leesburg, VA

Sunday 9am, Dog Money Restaurant, 50 Catoctin Circle, NE, Leesburg, VA 20176.

Winchester, VA

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

Bethesda, MD

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



Potomac Monthly Brunches

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

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

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





Special Delivery Atlanta Style!

Story and photos
by Tom Neel

Most of us taking delivery of new Porsches, do so at our local dealer. Your new Porsche is prepped and your salesperson will familiarize you with its features and techno-wizardry. There's time for paperwork, and what I like to call - time in the funny box, but afterward, you get in and drive your new baby home. The upside of this is certainly convenience, but then being trapped at the dealer for hours may be a less than an enjoyable downside of the overall experience. Buying a new Porsche should be a fun experience. We, especially as PCA members, don't often purchase our Porsches simply for transportation. We own Porsches for their more visceral feel, for love of the marque, for the grand experience of car ownership, and so, wouldn't it be nice if your delivery could be a grand experience too? Well, it can be.

If you are ordering your new Porsche, along with having a range of options to pick from, one that might really pique your interest comes towards the end of the long list found on Porsche's new car configurator online. This is the ability to now have your new Porsche delivered at one of the two Porsche Experience Centers (PEC) in the United States. Of course, there is also European Delivery but for those less eager to cross the pond, nearby Atlanta is an easier trek than crossing the Atlantic! Making your way down the options list, just under Audio and Communication, you will see Delivery Experience. Clicking there will take

you to the options of choosing your delivery in Atlanta for \$525 or Los Angeles for \$550.

With Atlanta being approximately ten driving hours away for most Potomac Region members, "hopefully" a one-way flight south to The Big Peach is just a couple. As mentioned in my past stories, the Porsche Experience Center is just minutes from the terminal with the logical lodging for your overnight stay being right next door at the (now) Kimpton Overland Hotel located at 2 Porsche Drive. Fly in, the Kimpton shuttle will then pick you up and deliver you to the hotel, putting you only steps from PEC. Life is good!

While on the configurator, if you push the (I) info button to the right, you will see this message: Collect your new Porsche from the Porsche Experience Center in Atlanta, GA. Includes a tour of the Porsche Experience Center facility, lunch at Restaurant 356 overlooking the track, a 90-minute instructed track session in an equivalent car, and one-on-one private delivery of your new Porsche. I will elaborate by saying; The facility tour includes seeing the changing cars Porsche has on display at any given time. As an example, my last time there I was able to see the new 992-911. They also have a complete Exclusive Manufaktur display area with an expanded selection of paint-to-sample colors, examples of leathers and CXX offerings. Additionally, you can see the Porsche Classic

Restoration department, the ever-changing museum, along with driving simulators and the gift shop. For your taste buds and tummy, the Restaurant 356 is a natural light-filled space with delicious food which overlooks the track area where you'll be having your driving experience.

As Porsche offers only two deliveries a day, morning and afternoon, you can schedule your stay around your particular scenario. The delivery itself is held downstairs off limits to the public. Nicely appointed, the Delivery Experience area is a place for you to be comfortable during your time there. This area is open to a two-bay glass door garage adorned with a large photo of Ferry Porsche enjoying himself just as you will in your new Porsche! Bring your camera, bring family or a friend, and enjoy seeing the silk slide over your new baby as it is unveiled for you. Notable driving coaches like friend Kyler Graham, are also product specialists and will spend plenty of time orienting you with your new purchase. But unlike a dealer delivery, your orientation will soon put you behind the wheel of a similar model to allow you to learn more about your car's true Porsche-ness!

As your paperwork and payment will be done prior to your arrival, there's little left but to bring her home. Depending on the special-ness of your Porsche, some may choose to have it shipped home which does require some advance logistics. But after your delivery, you may choose to spend the night, hop in after a good morning breakfast and put approximately 650 nice break-in miles on your new Porsche driving it home. There are some wonderful things to see, and great roads to experience between Atlanta and the D.C. area, so enjoy the drive!

Over the past two years, I have been working with an old friend and longtime PCA Porsche Potomac member, Jorge Carnicero, on the very special GT3 Touring you see here. Jorge, knowing me as an artist

and designer, has asked for my assistance on several configurations. This GT3 Touring is without question the most comprehensive and highly optioned build I have ever been part of. As I am now also a contributing writer for the PCA mothership, I was able to team up with PCA's Executive Director, Vu Nguyen and Digital Media Coordinator, Damon Lowney, in making a special video about this car and its special Atlanta delivery. You can find it on PCA's webpage, YouTube channel, or by simply searching online for "PCA Spotlight GT3 Touring." The British Racing Green 911 will be easy to find, and enjoy!



Cefalù-Gibilmanna – Cronoscalata del Santuario

Story and photos
by Mia Walsh

Sicilians are passionate people. Their passions are broad and infectious to those around them and include food, wine, family, and local traditions amongst many others. They are nationalistic about their island and are a people who value the natural resources their land provides for them. Everything Sicilians do, they do with complete gusto and verve.

For over a century, Sicilians have embraced the introduction of new automobiles and motorsports events. One of the oldest motorsports events in the world is the Targa Florio, which was first held in Sicily in 1906. Created by a wealthy automobile enthusiast named Vincenzo Florio, the Targa Florio became one of the most prestigious races in the world by the 1920's. Its fame was such that Porsche named its 911 Targa variant to "honor" this race.

The course runs through hairpin turns (known as tornanti) and treacherous mountain roads, which pass through small villages with stone buildings abutting an already narrow road. Too tight and too fast for conditions, the race was eventually discontinued due to its dangerous nature. Over the years, nine people perished, including both drivers and spectators. Looking through historical images, from the start through the 1970's, local families would sit on the

walls outside of their homes and watch the cars pass by at speed. In speaking with residents (age 50+) of my family's village of Cefalù, the majority can share their memories of the races and provide in great detail the weather of each race, the names of the drivers and describe what an integral part of their lives the races became throughout the years. Many Hollywood movies have covered the topic as well, such as Ron Howard's 2013 *Rush* and *Pistons: Passions Pleasures* by David Biggins, which took home prizes at the Nice and Venice Film Festivals in 2016 and 2017.

Not one to shy away from dangerous experiences, I have always wanted to be a part of this tradition of racing through Cefalù and its neighboring villages. In 1968, the race of the Cronoscalata del Santuario was run for the first time through many of the same areas of the Targa Florio. 50 years later for the Cronoscalata's anniversary event in October 2018, my dream was finally realized; as a spectator however and not, unfortunately, as a driver.

For two consecutive days the 12 kilometers of road leading from the village to a Catholic mountain-top sanctuary called Gibilmanna are closed, not only to the racing enthusiast visitors, but to the residents that live there as well. Taking my 50 cc Vespa, I ventured up the mountain road, but was quickly stopped by the Carabinieri, a local police car with two uniformed men blocking the road. Though official passes were needed to cross this point, I confidently stated "Scuderia di Porsche" and was waved through without any credentials whatsoever. Scuderia in Italian means "stable", as in where horses reside, but is how the teams are labeled; some of race teams participating in this event included Scuderia del Portello, Real Cefalù and Island Motorsport.

The "paddock", or what was set aside as such, was really just the right-hand lane of the two-lane road, climbing to the starting line at the 4 kilometer marker. Race teams, track support crew and trailers were lined nose to tail, ascending above the village, with incredible views of the Tyrrhenian Sea to the right and the precipice of La Rocca, a rocky crag which looms over the town, below.

Below: Mia with
Maurizio Plano -
3 Time class win-
ner at Targa Flo-
rio.



Bright orange and red prickly pears growing from the cactus lining the roads added a touch of color to the blue-green sea below.

The activity in the paddock was precisely what we experience during our own Porsche Club Racing events at Virginia International Raceway, Watkins Glen or Summit Point: Racers (pilots) patting each other on the back and shaking hands; support teams changing tires, adding fuel, making final adjustments under the hood; family members and friends trading stories – everyone with smiles on their faces ready to start the day. The nervousness of the families could be felt as well, despite their best efforts to conceal. I made several stops along the way to anyone with a Porsche car and introduced myself and wishing “Boca di Lupo” (mouth of the wolf) or good luck to all the racers.

Day One included “Le Prove Ufficiali”, a chance for each driver to test his car on the 7.9 kilometer course, with two full test runs. As I had wanted to see the cars in action, I had time to get up the mountain past the starting line, so I could be one of the crazy people who sat or stood on the side of the road and cheered as the cars passed by at excessive speeds. Outside of one of my cousin’s homes, Salvatore Sorce and I picked a spot next to a pair of corner workers. Equipped with radio controls, race flags, and a bottle of chemical compound to pour on any spilled oil or liquids, the corner workers were ready to begin the day.

In speaking with Dominico Giacobbe, a corner worker who has volunteered at these racing events for over 30 years, I was informed that there were fifty corner worker stations from the 4 km start to the 12 km finish line. Like the dedicated corner workers who staff PCA Potomac’s events, these workers are passionate about the thrill of racing and pay their own way to be a part of these two or three-day events. Unlike our events, however, there are worker support crews who distribute fresh mozzarella and prosciutto panini and serve espresso in ceramic cups to the corner workers in-between races.

Seventy racers took the green for this event with cars that include Alfa Romeos, BMWs, Renaults, Fiats, some prototypes, and of course, Porsches. Racers were released each minute from the start line and were grouped by class of cars. Cars may pass each other on the course, provided they find a short straight to complete the pass.

Previewing the printed list of drivers, there were a handful of names which I recognized from the village. One of the racers, Piero Vazzana, a Porsche driver, had bid on the construction of our home there. Giuseppe

Serio, is the owner of a very successful gelateria, pasticceria and coffee shop in the town’s main square, Piazza Duomo, and drives one of the most beautiful Alfa Romeo Giulia 1750 GT Am’s I have ever seen.

Ernesto Rizzo and Mauro & Angelo Lombardo are all in the tourism industry, specifically in hotels, and drive an Opel and Porsches respectively. Like in PCA Potomac, our work lives span diverse and varied backgrounds, but we all share the same passion of performance driving, racing and the sheer joy of being



in our cars. Things aren’t that different 4,700 miles away from Potomac.

From the stone wall at the track-out exit of a left-hand curve, I watched the cars race by into a small straight and a U-shaped right-hander past the local barber’s house. I heard each car roar as the drivers accelerated and changed gears producing a wonderful exhaust note as each zoomed by just feet in front of me. I listened to the corner worker’s radio, learning that moments further ahead a car touched a wall and had to be towed away. “Non molto danni” – not a lot of damage, he said. After each of the 70 cars finished their ascent, they then descended the mountain in a parade and lined up to do it over once again.

Day Two was when the actual points races were held and the teams climbed the mountain early in the morning just after sunrise for the 0800 start. I didn’t make it in time to watch the release of the first car so I spent the morning in the paddock with the various Porsche teams near the start line. I shared stories from PCA in America and learned that support costs about the same between the USA and Sicily. The support teams also deliver and store the race cars as Sicilians often don’t have space in their homes to store additional cars.

At the entrance to the start line, race teams stood beside their cars waiting their turn to enter the gate. A course worker holds a chock on a stick behind the back tire to keep it from rolling down the hill, while spectators lined each side of the road, before and after the start line, to watch the action begin.

Above: Overall winner Angelo Lombardo.

GLASSJACOBSON

FINANCIAL GROUP



For Porsche Drivers Who Expect The Best

Baltimore | Washington | Northern Virginia



Michael W. Cohen, CPA, CGMA
Shareholder, CFO
Porsche Enthusiast & Racer



Wealth
Management

+



Tax
Services

www.glassjacobson.com

michael.cohen@glassjacobson.com

410-356-1000

AUTO-THERAPY

Independent Service Facility for
PORSCHE, BMW and AUDI automobiles



From **STREET** to **TRACK** –
We Meet Your Automotive Needs

CALL TODAY TO SCHEDULE YOUR
FREE TRACK INSPECTION !

301-417-7111

<http://www.autotherapy.net>

8027-A Snouffer School Road, Gaithersburg, MD

Hours: Monday – Friday 8am – 6pm

Transportation Available To/From Shady Grove Metro



PORSCHE
Audi
Volkswagen
SPECIALISTS

*New and vintage car maintenance / repair
Engine / trans rebuilds and upgrades
Suspension and safety systems
Precision 4 wheel alignments
Full track preparation*

30+ years Porsche experience
20+ years racing experience

STAN FOX

8210 B. Cinder Bed Rd.
Lorton, VA 22079
5 minutes from Springfield Metro

t: 703.550.8240
f: 703.550.0069

www.rpm-performance.com

rpm@vacoxmail.com

The race steward stood in front of the line, giving the 2 or 3 minute warning before the electronic countdown sign was activated. At 1 minute, he signaled “da un’occhio”, pointing to his eye, so the driver knew it was time to watch the sign. It was thrilling to be next to the Porsches as their drivers watched the countdown of the racing clock: Red, Orange, 5, 4, 3, 2, 1 GREEN. Throttles were opened and the cars took off up the hill to a quick left turn, winding through the mountain road. You could hear the engines echoing through the mountain crevasse, but no longer see the cars as they raced upward to the sanctuary.

The cloud cover was closing in and many were discussing putting on their rain tires and were closely watching the satellite weather on their phones. Rain drops finally arrived towards the end of the first race and was in full force as the second races began. In the end, the overall winner was a seasoned rally driver from the town of Cefalù named Angelo Lombardo #22, who “velocissimo” drove his Porsche 911 SC, prepared by Mimmo Guagliardo and part of the Island Motorsport Scuderia. He surpassed the leader who

was driving an Osella PA 9/90, who unfortunately had a DNF due to a “touch” caused by the rain on the preceding race.

In town, later that afternoon, the closing ceremonies were held along the sea-front area called Lungomare. The weather was not cooperative as it continued to rain, but the winners proudly stood to receive their class and overall winning trophies in front of an umbrella-carrying crowd.

The following day in Piazza Duomo, the town square, Giovanni Serio, the owner of the pastry shop, pulled me inside to show me his two winning cups from the event, proudly displayed above the cake refrigerator next to the cashier stand. Gentlemen from all around the village came to congratulate him on his win. In a small fishing village like Cefalù, the race, the weather, the drivers and the winners will be discussed for an entire year until they are able to run it again. Finally I, too, have my own stories to tell after being part of this historic tradition.



Owner's Review of 928 vs 911

Story and photos
by Paul Taylor

Since its inception in 1977 the 928 has been a controversial Porsche. As a previous owner and daily driver of a 1989 928 S4 for 10 years and a recent owner of a 2006 911 (997) has given me the opportunity to make several observations about these two cars. I purchased the 911 in 2017 and have now driven it for over a year. I will say upfront that these are very different cars, but both are outstanding vehicles. Both are manual transmission, the 928 is a 5 speed and the 911 a 6 speed. As I progress through this review, keep in mind that I am comparing 1989 and 2006 vehicles.

The 928 was introduced in 1977 and was met with

mixed reviews. A common criticism from Porsche-philes was that being a V-8, front engine, rear drive vehicle, it was not a real Porsche. It was sometimes referred to as "just a costlier Corvette." (No offense intended to Corvette owners) However, other reviewers who did not hold as strongly to tradition and were more objective had other opinions. In fact, it won the 1978 Car of the Year Award. Jerry Sloniger in Porsche 924,928,944 stated the 928 as "the most technically advanced car of its generation." Most reviews were very positive, finding it a supercar with the trifecta of performance, handling and comfort.

The 911 needs little review of its history. Owners speak highly of it and non-owners wish they had one. Although first credited to the 928, the popular phrase regarding Porsches, "there is no substitute" applies to the 911 as well. Through Porsche engineering they have taken an inherently unstable rear engine car design and produced an outstanding performance car. Although the "tail happy 911" still intimidates.

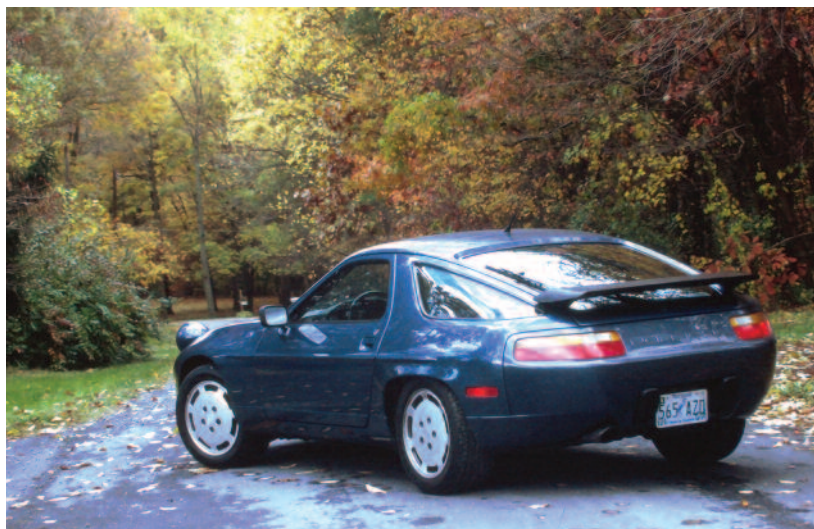
The following paragraphs are my impressions having owned and driven both cars. In the interest of full disclosure I am not a racer, did not race either car and used both as daily drivers.

PERFORMANCE

See table one for performance comparison of both vehicles. The cost new is the base price. The 2006 911 with options had a window sticker price of \$85,000. Given that the 911 is 17 years newer, the performance numbers for the 928 are pretty impressive. For comparison, a 1989 911 sold for \$52,000 with 0-60 of 5.8 seconds and top speed of 152 mph. In its time, the 928 was the fastest production car build in Germany. In 1986 Al Holbert drove a standard 928 S4 to a record for production cars at Bonneville for the flying mile at 171 mph.

HANDLING

The 928 with its 50/50 weight distribution is an excellent handling car. It can be driven aggressively and still managed easily in turns. It does have a disadvantage due to the total weight of the car. The 911, even with Porsche engineering and Porsche Stability Management still requires caution in the turns. The risk of the back end braking loose is exaggerated with summer high performance tires when they are cold. These tires tend to loose trac-



tion when the outside temperature drops below 40 degrees. Because the cars are so different (front engine vs rear engine) it is difficult to compare their handling characteristics.

COMFORT

After a 10 hour trip with temperatures in the high 90's in the 928, my wife and I commented on how comfortable we felt, without any sore spots or stiffness after sitting in the car that long. The 928 seems to have its strength as a grand touring car. A unique feature of the 928 was the instrument pod which moved while adjusting the steering wheel. The 911 leans more to the performance side, but can still be comfortable on extended trips.

APPEARANCE

Beauty is in the eye of the beholder. Who could argue about the appearance of either of these vehicles. The 911 retains its classic lines with current updates. The 928 was a more radical concept which took time to become appreciated.

DAILY DRIVER

The 928 was a very comfortable daily driver. In traffic, it did not require constant shifting, perhaps due to the high torque which would allow even starting in 2nd gear. I found by keeping the shifts under 4,000 rpm, it drove easily, but when pulling over 4,000 rpm, it developed a different personality. It had great acceleration when needed. On the highway the ride was very comfortable with a smooth ride. At highway speeds over 100 mph, the downforce actually increased the feeling of stability. Cross winds had little effect on the car.

The 911 is also a comfortable daily driver, but not as much as the 928. In stop and go traffic, it does require more shifting and keeping the rev's higher. Great acceleration was definitely there when needed. At highway speeds, there is more road noise and bumps are felt more. Cross winds are much more noticeable and when hitting a dip in the road, the front end does get lighter, as it does at higher speeds.

COST OF REPAIRS

If you have to ask, you can't afford one.

SELF DESTRUCT MECHANISMS

Porsches are generally very reliable, but some models have an Achilles heel. The 928 had a timing belt which if it broke, would cause the cylinders to fire randomly destroying the engine. Fortunately, proper maintenance with scheduled replacement would usually avoid any problems. The 911 (models 996 and to a lesser extent the 997) had a more serious problem with the Intermediate shaft bearing (IMS bearing). Premature breakdown of this bearing would cause a



catastrophic engine failure. Unfortunately this bearing is not easily accessible for inspection and there were a number of engine failures as a result. For more information, refer to numerous articles on-line about this problem.

TRACK CARS

The 911 has excelled as a track car while the 928 was rarely seen on the track. Mark Anderson of 928 International raced a 928 for 25 years. He has also raced a 911. In his experience the 928 was competitive against the 911. The different characteristics of each car's handling and track performance was significant based on rear engine vs front engine and V-6 vs V-8. Asked why the 928 never gained any popularity on the track, he felt the factory support for racing was for the 911 with essentially no support for the 928. Also, there were numerous sources for supporting racing the 911 with little for the 928. Cost may have been a consideration since the 928 was significantly more expensive.

So, why was the 928 not a success in the market, given all its attributes? It appears to have been a victim of timing and marketing. Porsche considered the 928 as a possible replacement for the 911. Advocates of the 911 considered this blasphemy and the 928 was not received well in Porsche circles. It may have been ahead of its time. If we look at today's US sales, the Panamera is selling almost as well as the 911. When the Panamera was first introduced, I stopped at my local Porsche dealer to take a look. I asked the salesman if this was a replacement for the 928. He appeared to be insulted that I would even ask such a question. Clearly, given the history of the 928, they wanted to distance themselves from the 928 in introducing the Panamera. Other factors in the 1980's also had an effect on the sales. It was an expensive car to purchase. In 1989 the 928 S4 sold for almost \$25,000 more than the 911. There was the gasoline crisis which increased the concern about cars with high gasoline consumption. In general during the 80's there were times when the economy was not doing well.

have been its downfall. The 928 is not a 911. Both are great cars in their own right. The 928 should have been marketed as a GT car. A comfortable, technically advanced, high speed car. The 911 is a performance car with an unmatched history.

Two great but different cars. How do I feel about them? I feel very lucky to have owned each of them.

• • •

Paul Taylor is a retired podiatrist who has had a lifelong interest in sports cars. He is also an active sailor and currently teaches sailing at the Annapolis Sailing School. Early on he would autocross at the University of Maryland with a Simca. (A French built car, imported by Chrysler) Since then he has owned a Datsun 240Z, a Delorean, and a Porsche 928 having driven each for over 10 years. He currently drives a Porsche 911 (997).

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



Sebring: 1000 Miles and Mobile 1 Twelve Hours

March 13 – 16, 2019, Sebring, FL -- Wow! We were fortunate enough to attend the 2019 edition of the Twelve Hours of Sebring AND the 1000 miles of Sebring. And, I was a guest in the Porsche VIP Suite (named the “Super Sebring” suite this year). We arrived on Thursday, March 14, to see what the facilities looked like in anticipation of two days of great racing. We found the Porsche parking and were warmly greeted. The suite was not open though; the employees were training. I learned that the Porsche suite sold out in 4 days this year! So, we were lucky to get in.

The FIA World Endurance Championship (WEC) cars were on the track practicing when we arrived. I learned that Fernando Alonso was here for the Toyota team as well as many well-known European drivers. We walked through the IMSA paddock to see the cars prepping for Saturday's Twelve Hours of Sebring and the WEC cars prepping for Friday's 1000 Miles. It was a festive atmosphere and it was clear that attendance was up for the event. (I later learned that this year's race weekend has the highest attendance ever for the venue.)

FIA World Endurance Championship

We arrived early Friday morning, and were driven to the Porsche suite in one of a fleet of 2019 Porsche Cayennes (including S and Turbo models).

For the WEC race, in the LMP1 class, the No. 8 Toyota HYBRID (with Sebastian Buemi starting) was on the pole with the No. 7 Toyota HYBRID (with Jose Maria Lopez starting) alongside. The privateers in LMP1 followed, with Thomas Laurent in the No. 3 Rebellion Racing car and Stephane Sarrazin in the No. 17 SMP Racing car next. Fernando Alonso, in the Toy-

ota LMP1, surpassed the 1m43.2s lap record set in 2009 by Sebastian Bourdais in a Peugeot 908 and the pole record set by Marcel Fassler in an Audi R18 during the 2013 12-hour weekend of 1m43.88s. Alonso's time was a 1m40.124s. Alonso was in a position to race a Cadillac DPi in Saturday's Sebring Twelve Hour but the Toyota team was against it.

In GTE-PRO, Kevin Estre in the No. 92 Porsche (with Michael Christensen) started on pole for the class, followed by Harry Tincknell in the No. 67 Ford of Chip Ganassi Team UK, Antonio Garcia in the No. 63 Corvette of Corvette Racing and the No. 82 BMW of Augusto Farfus entered by BMW Team MTEK.

In GTE-AM, Porsche again was on the pole. This time it was Matt Campbell and Christian Reid in the No. 77 Dempsey Proton Racing car. This duo set a new WEC GTE-AM lap record for the circuit.

Team Project 1 secured second on the grid (No. 56, J Bergmeister, P. Lindsay, and E. Perfettie). It was a reward for the team's hard work in getting its new 911 RSR ready after the team's original chassis was destroyed in a fire during testing. The team worked many hours building the car up from a fresh chassis flown in.

The WEC race began at 4 pm and was scheduled to run to 1000 miles or midnight, whichever came first.

As expected, the Toyotas dominated, particularly the No. 8 Toyota driven by Fernando Alonso, Kazuki Nakajima and Sebastien Buemi. Indeed, the No. 8 car eventually finished two laps ahead of the No. 7 sister car of Jose Maria Lopez, Mike Conway and Kamui Kobayashi. This was the first win for the No. 8 car since its win at the 24 Hours of Le Mans in 2018. The

*Story and photos
by Ken Marks*



race ended during safety flag conditions (yellow flag) after a late race rain shower drenched the course. The rain came down in buckets approximately one hour before the checkered flag. During the shower, Loic Duval nosed the LMP2-class TDS Racing Oreca into the tire barriers bringing out the yellow flag. The race, which ran to the maximum eight-hour time limit, did not return

to green. The 1000-mile goal was not reached.

The No. 11 SMP racing LMP1 privateer, driven by M. Aleshin, V. Petrov, and B. Hartley, finished in third. (Brendan Hartley was sitting in for Jensen Button for this event. Both Hartley and Button were former F1 drivers.) It was 11 laps down from the lead Toyotas. This was the second consecutive third place finish for the SMP team.

Jackie Chan DC Racing finished first in LMP2 with the No. 37 car, driven by Jordan King, David Heine-meier Hansson, and Will Stevens. It was their first race and first victory with the Jackie Chan DC Racing team.

In GTE-PRO the finish was a bit more exciting. Gianmaria Bruni took the No. 91 Porsche 911 RSR to he and Richard Lietz's first win of the 2018-19 FIA World Endurance Championship season. Bruni, who was trailing the No. 81 Team MTEK BMW M8 GTE of Nicky Catsburg in the closing hour, recovered more than 13 seconds in the rain-soaked final 25 minutes thanks to a quicker stop for wet Michelin tires by the Team Manthey-run crew. Bruni rejoined just ahead of Catsburg with 18 minutes to go and fended off the

Dutchman until the safety car was deployed five minutes later, effectively ending the race.

Catsburg and co-drivers Martin Tomczyk and Alexander Sims of the No. 81 MTEK BMW M8 GTE were forced to settle for second. The No. 67 Chip Ganassi Racing Ford GT of Harry Tincknell, Andy Priaulx and Jonathan Bo-

marito completed the class podium finishing third after leading at stages throughout the race.

James Calado, Alessandro Pier Guidi and Daniel Serra, in the No. 51 AF Corse Ferrari 488 GTE, made it four different manufacturers in the top-four, followed by the class pole-sitting No. 92 Porsche 911 RSR in fifth. Both of the Aston Martin Vantage GTes suffered delays, as well as the No. 66 Ford GT, which was held up with alternator issues in the second hour.

Porsche claimed a double win on Friday with the No. 77 Dempsey Proton Racing Porsche 911 RSentry of Matt Campbell, Julien Andlauer and Christian Ried taking GTE-AM class honors. Campbell took over the class lead in the final hour following the second-to-final pit stop, after Andlauer managed to significantly close the gap to the then-leading No. 56 Team Project 1 Porsche 911 RSR of Patrick Lindsey.

Giancarlo Fisichella finished second in the No. 54 Spirit of Race Ferrari 488 GTE, followed by Lindsey's Porsche, which was taken to the finish by Joerg Bergmeister. This was the No. 77 Dempsey-Proton Racing GTE-AM Porsche's second consecutive class win.

International Motor Sports Association

Saturday, we arrived at the Porsche compound to find that the place was packed. But we found a place to sit for breakfast. We waited in anticipation for the 10:40 am start. There's nothing like two major endurance races over two days. The last similar event we attended was the WEC/IMSA combo in Austin Texas in 2015. But that race event was shorter, 6 hours for each race. (The WEC event was won by Mark Webber, Timo Bernhard, and Brendon Hartley in a Porsche 919 HYBRID.) This weekend I would see an 8-hour event AND a 12 hour one.

But first, it is worthwhile to discuss practice and qualifying. At the end of the first practice, it was the No. 31 Cadillac the fastest (driven by Felipe Nasr) followed closely by the No. 6 Acura (driven by Dane Cameron) 0.393s behind in the Dpi class. In GTLM, the No. 912 Porsche 911 RSR headed the class (driven by Laurens Vanthoor). The No. 67 Ford GT driven by Richard Westbrook was 0.330s behind. The Porsches were close to the head of the GTD class as well although the No. 86 Acura NSX GT3 driven by Mario Farnbacher would lead the class. The No. 73 Porsche 911 GT3 R driven by Patrick Long was 0.447s behind.

In qualifying, the Penske Racing Acura DPis would take the lead. The No. 6 driven by Dane Cameron would qualify on the pole with a time of 1:45.865, followed by the No. 7 driven by Helio Castroneves 0.146s behind. In GTLM, the Porsches would qualify first and second as well. Patrick Pilet in the No. 911 qualified first with a 1:55.899 lap. Laurens Vanthoor



in the No. 912 qualified 0.143s behind. In GTD, the No. 86 Acura NSX GT3 (driven by Trent Hindman) with a lap of 1:59.917 was fastest followed by the No. 96 BMW M6 GT3 of Robby Foley 0.382s behind.

Promptly at 10:42 am the race was started under yellow due to a downpour. The pace car led them around for several laps (increasing speed on each lap), and all cars started on wet weather tires. At 10:50 am several DPi and GTD cars dashed into the pits for “fuel”. (Upon further examination, these seemed to be strategy stops to “scuff” additional sets of wet tires.) At 11:23am (13 laps into the race), the green flag was thrown, and the first lead changes occurred. The No. 77 Mazda DPi driven by Tristen Nunez drove around the outside of the No. 6 Acura DPi (driven by Dane Cameron) to take the overall lead. The Acura DPi cars were slowly falling behind the pace of the Cadillac DPis.

At 11:27am, Richard Westbrook in the No. 67 Ford GT passed Patrick Pilet in the No. 911 Porsche 911 RSR for the class lead in GTLM. Shortly after, both Porsche 911 RSRs pitted for fuel. In GTD, Zacharie Robichon in the No. 9 PFAFF Motorsports Porsche 911 GT3 R passed Trent Hindman (in the No. 86 Acura NSX GT3) for the lead in class. Tristen Nunez in the No. 77 Mazda DPi was passed by Filipe Albuquerque in the No. 5 Cadillac DPi.

The race began to settle down, but there were a series of spins by DPi cars, including the No. 77 Mazda DPi, and GTD cars. At hour 2, the Cadillacs seemed to be taking control of the DPi class. The Mazdas and Acuras started to fall back. The Ford GT and BMW M8 GTLM cars moved to take control of the GTLM class. Robichon (in his Porsche 911 GT3 R) continued to control the GTD class.

At 12:46 pm, the track was dry, and all cars started to come in for non-wet tires. Many class lead changes ensued. At 1:01 pm (after 2 hours, 19 minutes of racing) the No. 77 Mazda DPi stopped on the back straight, smoke coming from the back of the car. There was an electrical fire. A series of pit stops ensued during the yellow flag that came out while the No. 77 car was removed from the circuit. The yellow flag was short. A short time later (1:35pm), the No. 4 Chevrolet Corvette C7.R driven by Tommy Milner was pushed behind the wall. There was thrashing under the rear decklid, and the crew decided to move the car from the pits and make repairs in the garage. The No. 4 Corvette would not reappear until 1:56 pm (21 minutes later) with Oliver Gavin driving. The team had changed the alternator belt.

By the 5th hour of the race, the Cadillacs were in control of the DPi class, the Ford GTs were firmly in control of the GTLM class, and the No. 9 Porsche 911 GT3 was leading GTGD. At 5h 49m, the No. 55 Mazda DPi (driven by Jonathan Bomarito) was off the track and into the tire barrier at turn 14. This brought

out another yellow flag.

Around the 8th hour mark, Cadillac DPis were placed 1 through 4. Richard Westbrook in the No. 67 Ford GT was leading GTLM, followed by Jan Magnussen in the No. 3 Corvette C7.R, and Phillip Eng in the No. 24 BMW M8 GTLM. Jaroen Bleekemolen was leading GTD in the No. 33 Mercedes-AMG GT3, followed by Lars Kern in the No. 9 Porsche 911 GT3 R, and Mario Farnbacher in the No. 86 Acura NSX GT3.

At 8:27 pm, the yellow came out for Parker Chase in the No. 8 GTD – Audi R8 LMS GT3 which stopped in turn 8. There were lead changes following the pit-stops that ensued. At 10:26 pm, there was another yellow. The engine in Bill Auberlen's No. 96 GTD-BMW M6 GT3's engine expired in turn 3.

At this point, everyone realized there was going to be a spirited finish. Indeed, the green came out again with roughly 7-1/2 minutes remaining. Jordan Taylor in the No. 10 Cadillac DPi challenged Filipe Nasr in the No. 31 Cadillac DPi for the lead but could not pull off the pass. In GTLM, the No. 67 Ford GT of Ryan Briscoe challenged Nick Tandy in the No. 911 Porsche 911 RSR for the GTLM lead. But ... Briscoe spun in turn 14 in traffic. Tandy's victory was secured.

Lamborghini Huracane GT3s, numbers 11 (Mirko Bortolotti) and 44 (Andy Lally), were to take first and second in GTD. Third place in DPi was to go to Filipe Albuquerque (No. 5 Cadillac DPi); third place in GTLM was to go to Antonio Garcia (No. 3 Chevrolet Cadillac C7.R); and third place in GTD was to go to Toni Villander in the No. 63 Ferrari 488 GT3.

Following the race, Nick Tandy noted that “in the end, it was a fuel mileage race”. He noted that the final yellow helped with the fuel situation and it then became, in his words, “just a fight”.

The Porsche teams lauded the victories of the weekend. Porsche's triple victory in the Sebring double-header was hailed as “exceptional” by the marque's director of GT factory motorsports of Porsche, Pascal Zurlinden. In the end, Porsche 911 RSRs won both the GTE-PRO and GTE-AM classes of the 1000-mile FIA World Endurance Championship race last and the GT Le Mans team's victory in the Mobil 1 Twelve Hours of Sebring IMSA race completed the sweep.



Part II of our Sebring report is coming next month with a story and photos by Hank Allen.

General Service/Repair | Track Prep/Setup | Engine Rebuilds | Tuning | Performance Modifications | In-House Dyno



Dedicated to **Porsche.** Dedicated to **service.**

With over 25 years of racing, tuning, and servicing Porsches, TPC Racing is your one-stop shop for all your Porsche needs. Whether you're here for basic service, track set up, or an engine rebuild, TPC Racing works with you one-on-one to determine a maintenance schedule and/or performance package that's right for you. When you choose TPC Racing, you're getting more than just an oil change or some bolt-on performance parts. You're getting access to 25+ years of racing, engineering, and service knowledge to help you make the best decisions for your Porsche.



8040 Washington Blvd. Jessup, MD 20794

(410) 799-RACE (7223)

www.tpcracing.com

Experience the Porsche Silver Spring Difference.

For over 30 years, our team of highly-trained experts have been at the ready for all of your Porsche needs. Contact us today.

Casey Parkin
Sales Manager
301.890.4684

Linda Harouna
Service Advisor
301.847.2262

Donnie Mitchell
Parts Director
301.679.4391



Porsche Silver Spring
3141 Automobile Blvd • Silver Spring, MD 20904
porschessilverspring.com



At times like these, it's
particularly important to know
who services your Porsche.



ASG
Auto Sportsystems Group

SERVICE - REPAIR - HIGH PERFORMANCE
2810-F Dorr Avenue Fairfax, VA 22031
Tel: 703.876.2811 Fax: 703.876.9802
www.autosportsystems.net

Paolokoman Design - 305.447.1781



Drive and Dine to Little Washington, VA

Saturday, 30 March dawned sunny, bright and WARM. Long awaited good weather was timed perfectly for the first Drive and Dine event of the Potomac PCA season which took 30 cars, drivers and navigators on a jaunt through wonderful Northern Virginia countryside. Drive and Dine co-chairs Glenn Havinowski and Ken Harwood, ably assisted by Alan French (who managed the event) provided a wonderful drive through the foothills of the Blue Ridge culminating in a lunch catered by The Inn at Little Washington and a professional wine tasting managed by the Skyline Vineyard Inn.

Drive and Dines are not speed events but they do offer spirited follow-the-leader drives that require brisk driving, close attention and occasional turns of the head to take in spectacular scenery. Most drivers have a co-pilot/navigator and the drive is just relaxed enough to permit conversation.

Other than a great drive, this event featured an interesting take on wine tasting. In addition to the typical tasting of various wines informed by knowledgeable wine makers we also had instruction on wine blending that included mixing and matching single varietals to make our own wines. This was a

novel method for better understanding the taste implications of the single varietals.

Check the Potomac PCA calendar for coming Drive and Dines and join us – it's an interesting and fun way to drive your Porsche, talk to friends, have a meal and perhaps a glass of interesting wine.

*Story and photos
by Glenn Cowan*



HPDC in a Prius

Story by Laurel
VanLandingham

About a week before HPDC event, my dad mentioned that you can drive anything for the event so long as it's not a truck or SUV, and then I had a terrible day trying to learn the manual transmission on his Porsche Boxster. That's when I decided to drive my Prius. Then we started joking about how the Boxster has a cheetah in the engine, while Black Bean, the Prius, has a dead hamster by comparison.

The whole experience of HPDC was new and old. I have been in some classrooms with my dad when he went to HPDE down at Sebring, so I had heard a lot of the terms before. Hearing specifically that it's all about managing and controlling traction was new, but my dad has often reminded me that "smooth is fast" which was said several times in the class room.

The morning exercises were a great tool for driving the course in the afternoon. While I didn't find my braking threshold during any of the braking exercises, I never triggered the ABS on the track, so that worked. The slaloms were a fun challenge. I know my car's spacing from driving and parking in DC, but that's very different from zipping around cones. All told I think I got 13 points; 3 cones knocked over, and 1 cone that I hit dead center and then dragged for 10 points. George Whitmore, my instructor, graciously pried it out from under my car and put it on my roof.

The skid pad was a little disappointing because a lot of very smart engineers and computer program-

mers made it very, very hard to outsmart the Prius' traction control. I would have loved more time to try some of the tricks I was told to trick the computer, but I was able to experience some very slow understeer and correct from that.

Finally, the track. This was such great fun, and focus. It takes a lot of focus to think about the road, what I am doing, what my instructor was telling me. It was very interesting to see, and hear, what my car could do that I just wouldn't experience in normal driving. It was also very interesting to witness, from behind the wheel, that a dead hamster of a Prius can gain space in the turns from an actual fast car. I give George Whitmore ALL of the credit for that, because his line and his instruction economized the track I used compared to what I saw other cars doing. In one of the videos my dad took I started the S-turns going into the back straight with a line of cars behind me, but through the turns I gained about 8 car lengths between me and the next. Of course then I let 2 pass me on the back straight when they quickly caught up.

All in all, I'm happy I did HPDC in my sad little Prius. I got to learn a lot about my car that I wouldn't have ever known otherwise. I would have loved more time on ALL the day's activities, but I think I got a good taste of everything, to the point that now I want to do more, both in Black Bean and in a "real car" so I can experience it all faster (maybe smoother too).





1st Autocross of 2019

Steve Bobbitt, who chairs the Potomac Autocross program was taking a break in between his runs at the season 1st event on 12 April at Summit Point and took the time to discuss the current season. This year the events will be split between the Bowie Baysox venue and the Cone Pad course at Summit Point Raceway in West Virginia. This provides interesting course variety and given the spread of members between Virginia and Maryland, evens the drive time somewhat.

Last year every event was sold out and early signs indicate continued popularity. During the 2018 season 177 different members participated in Autocross, 68 of them new to the program. This makes Autocross one of the best drivers of new member participation while continuing to attract past racers.

Yes – racers. Autocross requires all the skills one needs to drive competitively but in a format that emphasizes car control over speed. You have to go through the cones faster than others to win but you are also required to drive an accurate line – knock over a cone and you lose 2 seconds. You can't lose 2 seconds and win.

It's fun beyond describing to take your everyday driver and thrash it around all those curves, avoiding all those cones, fighting off

under and over steer, throttle – break – throttle, turn. It's a hoot.

I have been trying to be good at this sport for 15 years – every outing is like learning to drive competitively again. I can't make every event - so I always have to relearn the skills, but that's half the fun so I will keep at it and I encourage all of you to join us even if only for one event a season.

Much thanks to Steve and his large cadre of committee members who make this sport possible for all of us – take advantage of them – they enjoy seeing all of you!

*Story and photos
by Glenn Cowan*



Porsche Experience Center Atlanta



Story and photos
by Glenn Cowan

In early March I had professional reasons to be in Atlanta. Tom Neel had regaled me with stories about the Porsche Experience Center (PEC) next to Atlanta's Hartsfield-Jackson Airport so I was not going to let this opportunity pass by.

Porsche's unique "taste of Atlanta" is a 90 minute session with a Porsche Driving Coach in the car of your choice. That choice was simple – I wanted instruction in the car I drive every day.

The PEC is worth a visit even without the driving instruction and next time I go I will actually pay attention to what they have on offer (see Tom's piece on Page 10) but on this visit all I wanted to do was get on the various tracks.

I was introduced to my coach, Spencer Davis and once we dispensed with the obligatory Steve Winwood jokes, he gave me a brief on what the next 90 minutes would entail.

We started on the Handling Circuit, a 1 mile track

that is designed to mimic a country road with quick unexpected turns, elevation changes and short straights. I started cautiously and under Spencer's instruction began increasing speed just to the point where I was ready to attack the circuit when he told me to pull on to a "runway" adjacent to the track.

In front of me was a ¼ mile straight at the end of which was a set of cones like an autocross stop-box. Except that at the end of this stop-box there was a concrete wall. "This is the launch-control test strip" says Spencer. I have tried launch control a few times on some abandoned remote parking lot but this was going to be different because I couldn't break until he told me to.

He tells me to put the brake pedal on the floor with my left foot and put the accelerator on the floor with my right foot and don't lift my right foot until he tells me to brake. He says "you ready" wait until I say "let the brake go". "Let the brake go!" Several things happened not quite simultaneously: 1. the 911 leaped forward like it was serious and passed 60 MPH 3.7



seconds later; 2. something was pressing against my whole body; 3. the stop-box was getting alarmingly close and the concrete wall at its end was getting larger really quickly.

I knew he had waited too long to tell me to brake – we were definitely going to run dead into that concrete wall – emphasis on dead. “BRAKE”. I came off the accelerator like it was on fire and buried the brake pedal and held it there. We pulled 1.3 g’s bringing that Targa to a stop - not even really all that close to the concrete wall.

I did this five more times – the last time was almost fun!

Spencer took me through the low friction handling circuit which features a polished concrete surface and a course that consists of tight curves of various radii and on and off camber corners. Good for teaching under and over steer techniques but I wanted to get back to the Handling Circuit where we had started.

About my 10th lap through the Handling Circuit I was feeling like I was really learning the line and was getting pretty good at this. Time was about up though. Spencer suggested I ride with him for a couple of laps. Sure – why not? Sounds fun.

It was terrifying. I knew for sure we were going to hit a wall or drive off the track at every corner. He was driving like a man possessed. Then I figured it out. He knew how to use his brakes – I mean really use them. I approached corners like I had no brakes – he attacked corners knowing what his brakes were capable of. It was wondrous.

I know all the words but have never before actually heard the song. HPDC, FATT, Autocross don’t prepare you for what a good driver can make a Porsche do. My mean efforts compared to his were like my 18 month old granddaughter in a race with Usain Bolt. It was worth the trip!

March 2019 new Potomac members

| | | | |
|--|--|---|---|
| Ronald T. Bartholomew - 2011 911 Turbo S Cabriolet - from Accokeek | Walter Grace - 1987 911 Carrera Cabriolet - from Alexandria | JoonSu Min - 1997 911 Carrera - from McLean | Robert Rogers - 2015 Cayman GTS - from Bowie |
| David Boldt - 2008 911 Targa 4S - from Reston | Brian Hill - 2002 911 Carrera - from Fairfax Station | Denny Minami - 2018 911 Targa 4 - from Chevy Chase | Eric Sensenbrenner - 2018 911 GT3 - from Bethesda |
| Jim Carman - 2018 911 Carrera Coupe - from Purcellville | Chad Hill - 2009 911 Carrera S - from Falls Church | Soe Oo - 2019 911 GT3 RS - from Sterling | Christian Seward - 2006 911 Carrera 4S - from Reston |
| Cedric Cato - 2013 911 Carrera Coupe - from Alexandria | Mark Hodor - 1995 911 Carrera - from Bethesda | Spencer Orme - 1987 944 - from Leesburg | Michael Skube - 2009 911 Carrera - from Leonardtown |
| Robert Counts - 2011 911 Carrera S Coupe - from Bethesda | Derrick Holman - 2014 911 Carrera 4S Cabriolet - from Warrenton | Rohan Oswal - 2018 718 Cayman GTS - from Washington | Greg Snyder - 1985 944 - from Potomac |
| Jon Dorrick - 2016 Panamera 4 - from Oak Hill | Stephen Holzer - 2016 Cayman GT4 - from Stafford | Steve Parent - 2004 911 Carrera 4S Cabriolet - from Fairfax | Christopher Stout - 2010 911 Carrera 4S - from Vienna |
| Jim Gallagher - 2000 911 Carrera Cabriolet - from Great Falls | Vinnie Lima - 2008 911 GT3 - from Damascus | Ken Phan - 2018 718 Cayman - from Falls Church | Jose Toha - 2017 Cayenne - from Washington |
| Timo Geusch - 1989 911 Carrera Cabriolet - from Berkeley Spgs | Tela Mathias - 2019 911 Carrera 4S - from Germantown | Kemal Piskin - 2017 Macan Turbo - from Quantico | Mark Walchinsky - 2007 911 Carrera 4S - from Alexandria |
| | Don Mattran - 1999 911 Carrera - from Baltimore - transfer from Chesapeake | Michael Reign - 2016 Macan S - from Leesburg | Chong Yi - 2018 Panamera 4S - from Rockville |

AUTOBAHN SERVICE, INC.

porsche specialists

Over 1,200 cars serviced a year

- Full Service Shop - Factory Equipment
- New Car Maintenance
- Electronic System Diagnosis & Repair
- Engine & Transmission Rebuilding
- Performance Modifications
- 4-Wheel Alignment

24 Months Warranty

*Quality Work with an
Eye On Details*

*Free Transportation To
and from Metro*

30+ Years Experience

www.autobahnserviceinc.com



3158 A Spring Street • Fairfax, VA 22031 • (703) 691-1771

Stuttgart Performance Engineering

Porsche specialist service since 1970

- Carburetors, Fuel Injection, OBDII
- Suspension, alignment, corner balance
- Electrical systems
- Pre-Purchase Inspections
- Maryland Certified Emissions Repair Technician

stuttgartperformanceengineering.com

Matt De Maria
By appointment only

301.948.6762
Gaithersburg MD

Dulles Car Concierge

- Indoor, climate controlled storage
- Full time battery tender
- "In and out" privileges available
- Contract based complimentary wash(es)
- Off season wheel, tire, and spare parts storage
- Detailing services on site



Sterling, VA
571-306-3972
email@dullescarconcierge.com



April 2019 Potomac anniversaries

50 Years

Richard & Susan Knoblauch

35 Years

Harold & Donna Gray
George & Patrick James
George & Lynn Klouda

30 Years

T & Sydney Herren

25 Years

William Haney

15 Years

Humberto Calvani
Randy & Jeff Gross

10 Years

Sam & Colleen Al Mukhtar
Gerald & Keith Murphy
Pamela Murphy
Jim Pauli & Matthew Khan
Gregg Smith & Jill Reuter

5 Years

Steven & Tracy Boutelle
Lee & JT Godown
Pavel Klein
Darryl Lesesne
Daniel & Diana Mancini
Bert & Michael Page
Christopher & Sally Weaver
Lawrence Wright
Kevin & Melanie Zaletsky
Robert & Nancy Zuskin



Contribute to der Vorgänger

Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

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

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

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

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

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

If you are old school, you may also send hardcopy materials. Please email to the above address for a mailing address.

Advertisers' index

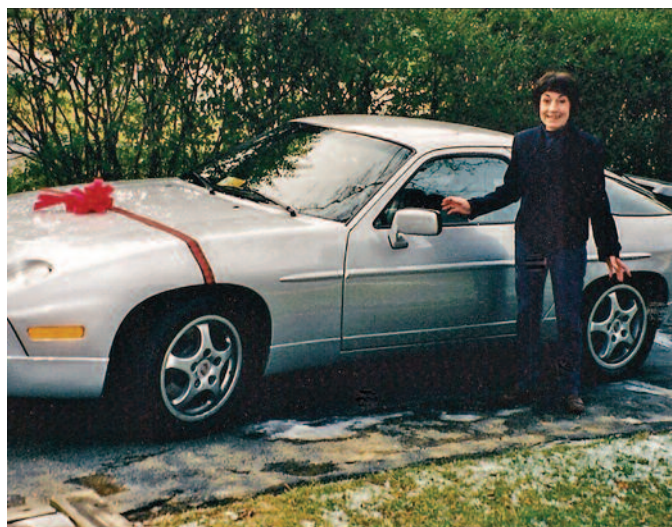
| | |
|--------------------------|----|
| Auto-Therapy | 24 |
| Autobahn | 28 |
| AutoSportsystems Group | 26 |
| Craftsman Auto Care | 18 |
| Dulles Car Concierge | 28 |
| Glass Jacobson | 24 |
| Grenier Law Group | 22 |
| Intersport | 3 |
| Odds and Ends Detailing | 9 |
| OG Racing | 5 |
| PCNA | 2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

Readers and Their Cars

Right: The March open board meeting. Photo by Glenn Cowan.

Below: Tom Neel and Jorge Carnicero with a very special delivery in Atlanta. See page 10 for details.





These cars get driven. Mini-P, the 356A Coupe, has been to most of the Deutsche Marque Concours in the past fifteen years, attended seven 356 Registry Holidays, gone to many Gatherings of the Faithful, attended the 50th Porsche Parade, hit the track for charity laps at several Jefferson 500s and Club Races, goes to numerous Potomac 356 Owners Group events, local cars shows, and cars and coffee gatherings -- and gets out into the Virginia horse country for spirited drives as often as possible.

The 928S4 has placed at a Parade concours, been on the track for DE at Watkins Glen, Road America, and Summit Point, attended nine 928 Frenzies, etc.

The Turbo has been on the track for the Helmets Off To Heroes HPDC and for charity laps at Road America. Both the 928S4 (which has gone 224,000 miles) and the Turbo are daily drivers, switching off on alternate days and making annual trips to Wisconsin.

By coincidence we purchased the first two on the same day of the year, paid \$1,600 for the 356, \$16,000 for the 928. The date of the Turbo purchase was planned to conform, just because.

Ginger and I still have all three, driven regularly. The 356 has logged 240,000 plus miles, the 928S4 over 224,000 miles and the Turbo just rolled over 70K miles

— Ginger and Bruce Bade



PRST STD
US Postage Paid
Permit No. 1239
Bellmawr, N.J.

Porsche at Sebring. Photo by Ken Marks.

