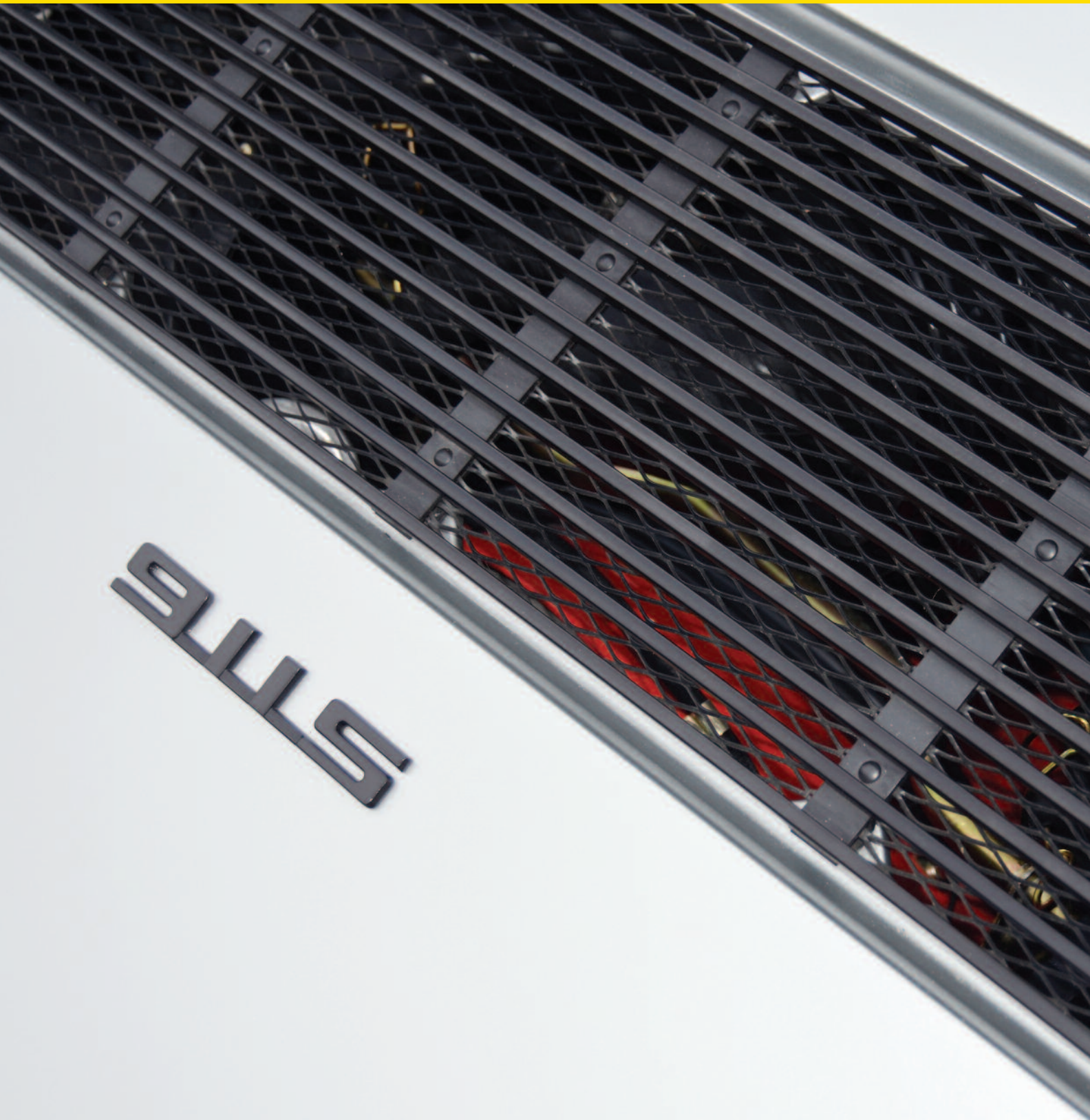


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Cover photo: A 1973 911S gets a complete restoration. Photo by Steve MacKellar. Part three of the story on page 14.



## der Vorgänger

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# Sales and Service

A few weeks ago my wife and I were on our way to Wolftrap driving on the Outer Loop of the Beltway at 6:30 on a Friday evening. Traffic was moving at about 35MPH. A car pulled abreast of us on my right and the driver yelled, "Hi Glenn, your car sounds and looks just great!" With that and a wave, Casey Parkin, who sold me the car, drove off into the coming night.

In the October 60th Anniversary issue of dV, we featured remembrances of Porsches and people past. One was a story by Kris and Jerry Jirgl about Chick Stanton, the legendary sales rep at Heishman's in Arlington, VA.

Matthew Stanton, Chick's son wrote to dV wanting to thank the Jirgl's for remembering his dad. I wrote back, "Your dad sold me a 1995 993 Cab and later a 1997 993 Cab. He introduced me to Porsche automobiles and represented for me what a Porsche ambassador should be. Whenever I was anywhere nearby I would stop and see how Chick was doing and what was new with Porsche. He is remembered fondly."

I doubt there is another car make that could engender such positive encounters with sales reps. The idea that Casey recognized my car on the road and could say hi to me by name is remarkable and my remembering Chick Stanton after so many years equally so.



Glenn Cowan



Michael Sherman

At PCA Potomac's 60th Anniversary dinner on October 4th it was repeated several times that, "It's not the car, it's the people!" Looking around the room it was easy to believe that this community includes a sales, marketing and service force that is held in mutual respect by the cars' owners. The Porsche community is probably unique in this relationship so when, as happens, we complain about PCNA we should also reflect on how important a good relationship is and do everything we can to foster it.

– Glenn

As someone who has visited the same local dealer for over 20 years now my relationship with the local sales and service representatives in something that has morphed beyond a simple business relationship. My history has run the entire spectrum all the way from the *drooling-but-can't-buy-it* phase, the *please-service-my-really-old-car-and-stop-laughing* phase, to the now almost unbelievable *which-porsche-are-we-working-on-today-mr-sherman?* phase. As a true lifetime customer, I have a lot of respect for the brand but also for those who devote their careers to servicing and selling our favorite marque.

– Michael

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# Gratitude

The holiday season is upon us this month beginning with Thanksgiving – my favorite, non secular holiday of the year. I like to think November is gratitude month and certainly have a lot for which to be grateful both personally and as President of this terrific Club. I am especially grateful that last month my family and I celebrated the first anniversary of our daughter's heart transplant. We were supposed to run The Race for Every Child, together with 25 other family member and friends—a race being hosted by Children's National Hospital where Karen's journey began 12 years ago. Unfortunately, the race was postponed due to the threat of miserable weather as a result of Hurricane Joaquin. What does this have to do with PCA? Well, the answer is two-fold. First, it turns out that several members of PCA intended to participate in the race; and, second, perhaps more importantly, the race was being organized by Julie Butler, the wife of 40+ year PCA member Sydney Butler, with whom Gail and I had a chance to meet and speak last month at the 60th Anniversary celebration at Lansdowne Resort. The interconnectedness of us all and the six degrees of separation never cease to amaze me.

This month I am also grateful that our 60th anniversary celebration turned out to be such a tremendous success. I had the honor and pleasure to emcee the event as your Club President but cannot take credit for how well organized the event proved to be. Secretary Mia Walsh and Social Chair Annabelle Alvi took



Howard Hill

charge of organizing the Sunday Supper from soup to nuts; Golf Tournament Chair Mi Jee Song organized the Second Annual Golf Tournament which was held immediately before the Supper; and Ron Davis oversaw an unbelievably well attended Wash & Shine given the inclement conditions. Knowing that we were scheduled to be outdoors from the infancy of the plan until a week beforehand, I still wonder how we ended up indoors while a formal wedding marched outdoors. The list of persons deserving mention is too long to write in this column. Nonetheless, there are two who received Special Recognition Awards: Mark Francis of OG Racing and Mike Levitas of TPC Racing. Please join me in congratulating them for their long standing and unwavering commitment.

One week before the Sunday Supper, we members of PCA Potomac hosted our 24th Annual Club Race. I would be remiss if I were not to mention and thank the countless volunteers who helped to make this yet another terrific event hosted by our Region. I had a chance to man a flagging station for the first time in my high performance driving career; rest assured that it will not be my last. The time spent in the tub was a blast – even when I saw contact between two cars one of whom headed directly for the tub before veering off into the tire wall. In keeping with Gratitude Month, I would like to take this opportunity to thank especially Cindy Pagonis and Fred Pfeiffer for their tireless efforts in making this year's Club Race another success.

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# Potomac's 2015 calendar

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

## November

7 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.

8 Autocross #7, Bowie Baysox Stadium, 7am – 2:30pm.

14 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.

14 Potomac's fall off-road Drive & Dine. Harrisonburg, VA.

21 Morais Winery Autumn Event Drive & Dine.

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

## December

5 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.

5 Potomac's Holiday party, 6pm – 9pm. Clyde's of Chevy Chase.

12 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.

12 Open Board meeting & 2016 Elections.

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



## 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.

**Virginia: second Saturday of each month**, 8am. Silver Diner, Rt 50 in Merrifield, VA.

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

## 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.

### Bethesda, MD

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

# Potomac Club Race 2015



*Story by Fred Pfeiffer,  
Club Race Chair. Photos  
by Glenn Cowan*

It is Thursday September 24th at 4 o'clock and I'm already inside in the Paddock at Summit Point Motorsports Park. That is early for admittance on Club Race week. We have caught a break; In early means we get the paddock set up for the 106 racers ready to start the Registration process for our 24th consecutive club race. Soon big rigs and single trailers will unload racecars and the event will start in earnest. We have an additional hurdle this year as the cross track bridge has been condemned and access to the paddock is across the track near pit out. Seems to go fine though. Racers adapt.

Hang the Insurance Certificate. Check to see if Registration needs anything. Unload the hats, fo-

lios and shirts to give drivers and volunteers. See that reserved spaces are marked off. What's next?

The Paddock goes from empty to bustling in a couple of hours. Folks are registering. National PCA guys are here and they are doing their thing as well. They have a question or two but we have answers. Two way radios are here. They are checked out and charging. The race does not happen without communications. Water tubs and flags are here. Sandwiches are served. Funny how that happens every year. Like magic. How are the timing loop repairs going? Not well but they are working by just after nightfall. We have some very talented volunteers in this region. We should all

be proud. Track Motorsports director is here to talk. He's happy so far and that is a good thing. What's next? Good grief! It is 9:30 already and time to shut down till about 6:30 tomorrow morning when we get this race going for real.

The preceding is how the first few hours of Potomac's Club Race weekend start for the Race Chair. It read disjointed because that is how the events unfold in the beginning. By Friday morning things have calmed and it is on to the business of making our race a success. Volunteer and driver meetings happen simultaneously. Work assignments are given to the corner workers. Drivers hear last minute changes and announcements from the Chief Steward. It's time for racing.

By 8:15 the weekend is in the hands of the national staff. The Steward directs the tower control communicator to check the course for readiness and we are racing. Months of planning and organizing have brought us to this point. 106 drivers and over 100 volunteers are making this event a reality. Potomac Club Race 2015 is happening.

We are proud of the nearly 1:1 ratio of volunteers to racers. We take care of our entrants!

Friday is devoted to practice. Saturday brings us to real competition. There are two sprint Races for each of three groups. Saturday ends with an awards dinner in which many Potomac members take first place.

They include George James, Bob Mulligan, Omar Hilmi, Ryan Magrab, Robbie Wilson, Evan Close, Chuck Harrison, Scott Bresnahan, Stuart Fain, Paul Amico and Phillip Martien. Some were multiple winners.

Of special note was eighteen year old Robbie Wilson who won three Sprint races, his enduro race in class setting a new Summit Point lap record for SP2 and winning the 944 Cup National Championship in SP2. Robbie also received the Novice Award for the weekend. Mia Walsh received the Rookie Award for her efforts.

Potomac members Mike Levitas, Steve Wilson, Paul Amico, Chuck Harrison and Dan Pfeffer were awarded the coveted Workers Choice Award voted on by the corner workers and emergency crew.

Sunday dawned rainy and ugly from overnight rain. In the volunteer meeting one of our communicator/flag marshals predicted change in the weather to sunny skies and temps near eighty. We all looked at him in disbelief but he was nearly correct. He is officially the Weather Steward moving forward.

The first group out Sunday was the 944 Cup National Championship race which provided some great racing. Two more sprints and two endures followed to round out the competition.

The 2015 Potomac Club Race is in the books. Believe it or not the planning is already underway for our Silver Anniversary version in 2016. Stay tuned for the 25th running of the Potomac Club Race at Summit Point. The birth place of PCA Club Racing.



# PCA Potomac's 60<sup>th</sup> Anniversary



Story by Mia Walsh.  
Photos by Glenn Cowan.



Over 145 people were in attendance at the 60th Anniversary Sunday Supper held at Lansdowne Resort in Leesburg, Virginia. Earlier in the day, 40 golfers were challenged by the wet course at Lansdowne, while about 20 Porsche-philes displayed their cars in the “wash-n-shine” Concours. For the Sunday Supper itself, special attendees and honored guests enjoyed an afternoon of socializing, while enjoying historical PCA Potomac displays, and reminiscing about their fun times with the Porsche Club of America.

All of the PCA Potomac Members who have been with the club for 40 or more years received a

special invitation to join the Sunday Supper at no cost. Fourteen of the Fifty-One 40+ year members joined in the festivities. As a special recognition, they received a coffee-table book by Michael Keyser, called Evolution of the Porsche 911 in Competition. Michael Keyser was able to join PCA at our event and personally sign the books for our special members, as well as anyone who pre-purchased his book or bought one at the Supper.

PCA Potomac Historians, George Whitmore and Fred Phelps, delved through the storehouse to put together a museum quality display of



memorabilia from PCA Potomac since 1955. Guests enjoyed viewing historic posters, pins, photographs, der Vorgänger magazines, centerpieces, awards and other Club Racing items. The chatter around the displays was enthusiastic as our members took a walk down memory lane and shared stories with one another.

Two special guests were given awards for their long-time contributions to PCA Potomac; Mike Levitas from TPC Racing and Mark Francis from OG Racing. Both of these gentlemen have graciously and generously supported the club and its members for more years than one cares to remember!

Mike Levitas, who is a Porsche racer and is well-known for his 24-hour of Daytona win started with PCA Potomac Drivers' Education events decades ago. His knowledge of Porsche cars and his enthusiasm on and off the track make him endearing to everyone who meets him. You may often see his ear-to-ear smiles in the paddock at Summit Point jumping in and helping out anyone that asks him a question.

Mark Francis, who works for our Drivers' Education sponsor, OG Racing, continually goes over and beyond the expectations of Porsche drivers who utilize his services. If you have ever driven in a DE, Mark has been there helping drivers obtain parts in record time, providing guidance and expertise on Porsche cars and

ensuring that everyone who needs product or services from OG Racing leaves with a smile.

Finally, PCA Vice President, David Dean, recognized the years of service of Past-President, Tuffy Von Briesen, who will be moving to Texas shortly and will be sorely missed from the PCA Potomac region. David reiterated during his speech PCA's motto, "It's not just the cars, it's the people", because the friendships gained through the Club are ever lasting and Tuffy will leave a hole in our club when he leaves us.

The long lasting friendships were often spoken of during the Sunday Supper event, as so many of our members turned out to celebrate the special 60th Anniversary celebration of our club; our club that has joined people together through their love of Porsches.

Below: A selection of memorabilia from the past 60 years was on hand.





*Story and photos by  
Steve MacKellar.*

### **INTRODUCTION AND BACKGROUND**

This article and the accompanying photos bring full circle several previous articles appearing in *dV* (November 2014 and July 2015) that document the restoration of my 1973 911 S that I began immediately after its purchase in June 2013, and which concluded in late September 2015. While it is hard to illustrate in these short narratives and few photos the enormity of work, time and expense in the project, I have hundreds and hundreds of photographs that captured the totality of the restoration and I am happy to share those offline with readers who are who may be contemplating such an undertaking.

Virtually every nut and bolt of this rotisserie restoration was documented to show the rebuilding, re-plating, refurbishment or replacement of virtually every component, and it remains the most enjoyable automotive project I have done to date. Now completed, I am already hungry to identify my next project – ideally another early (69 – 73) 911 coupe that needs restoration. Unfortunately, finding a suitable candidate at a price that would yield an upside in value once restored is getting almost impossible to find as the upswing in early 911 prices is in full bore with many potential sellers expecting to get ‘restored’ prices for cars still needing restoration.

# A Restoration



### PROJECT UPDATE AND COMPLETION

When the finish painting (sealer, color, clear) was completed after a very condensed and busy weekend in February by 'Dale' at Autobody Dimensions, the tedious and time-consuming job of reassembly began with the car safely home in my garage. This task included refitting and adjusting now painted body panels to the car (hood, engine lid, front fenders, front and rear bumpers, and doors), along with the seemingly endless array of new rubber trim, gaskets and seals, and associated aluminum anodized trims. The newly rebuilt drivetrain, suspension, and brakes were installed before finish painting, so meticulous masking and protection of these items was re-

quired to avoid paint shop dust during the weekend it was in the shop getting its factory code 936 silver metallic applied. Some folks prefer to install all of these components after finish painting, but I preferred the ability to drive the car a bit (even without doors, fenders, etc.) for preliminary sorting and to avoid having to crawl all over the car to install these items with fresh paint.

Reinstallation of the front, rear, quarter window and door glass was done (yes, more rubber seals and gaskets to fuss with!), and then followed by the interior reassembly. Many of the interior pieces remain original and in excellent condition, but where needed (like recovering the original factory sport seats in leather obtained from Autos

# Resolution

International), new bits and pieces were incorporated to ensure the overall appearance matched the quality of the car's complete restoration.

Following panel refitting and numerous adjustments to get good panel gap fit, the car's headlamps and front and rear signal lamps (more rubber gaskets) were installed. A few minor electrical gremlins were attended to and all these components were functioning properly again.

With a now complete and running car, it was time to do some laps around my neighborhood to begin final sorting of the car. The sorting and several aspects of the re-assembly would not have been possible without Eric Wills of Wills Werks, Fairfax, VA. I have noted in previous articles how integral Eric has been in filling in where my expertise stops, and he continued to make 'house calls' during the spring, summer and fall to help with glass installation, panel refitting and adjustment, interior work, setting the MFI to a perfect state of tune, identifying and fixing a few oil leaks, and adjusting the front and rear suspension camber, caster, toe, and height. Eric is a perfec-

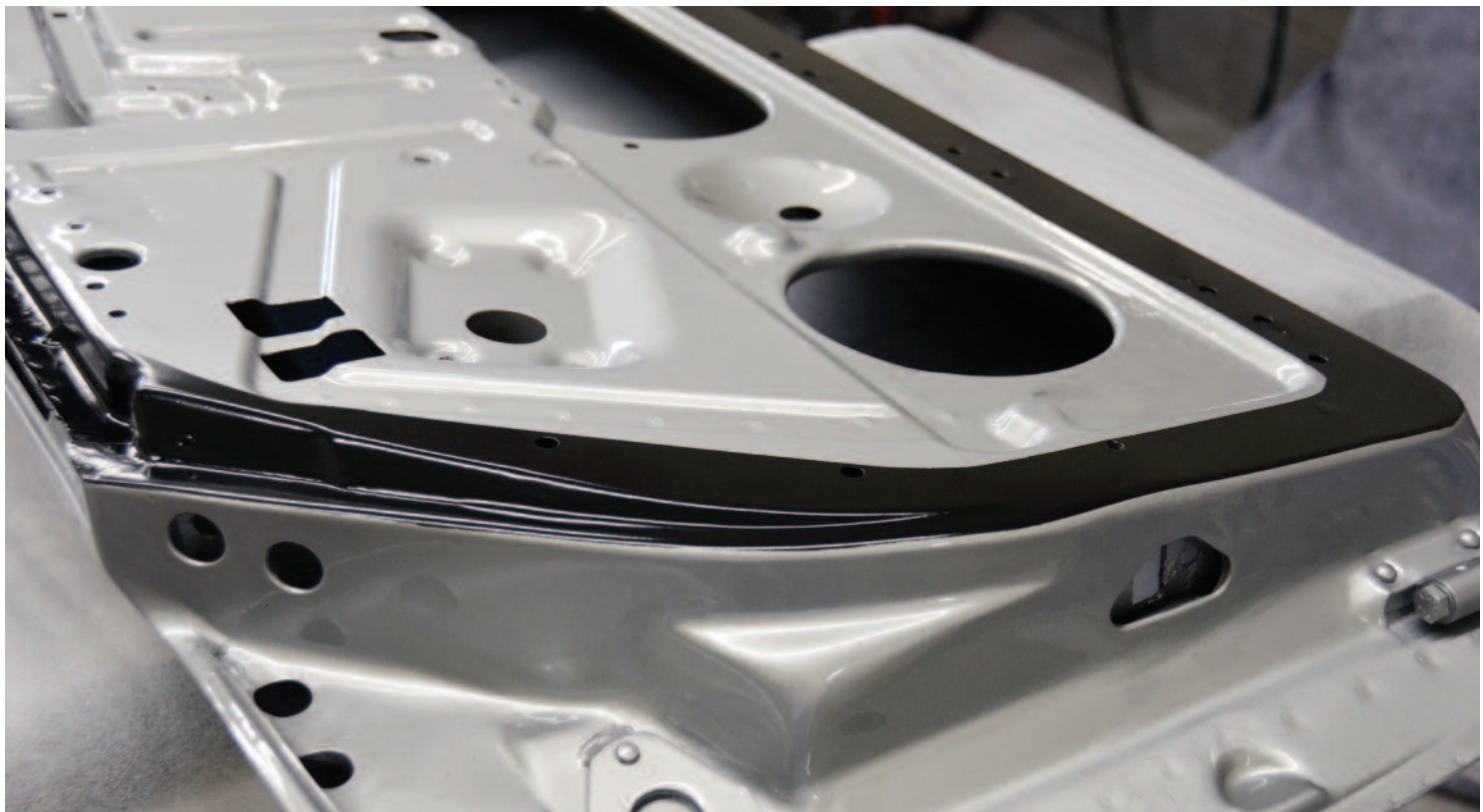
tionist whose Porsche skills cross the spectrum, and I simply would not own an early 911 without his accessibility. Thank you Eric!

As I write this, the 'S' is getting a full front clear bra installed tomorrow by Cliff Beau Beau of Auto Armor, Columbia, MD. I am not a fan of rock chips and just won't drive my special cars until this protection has been applied. Cliff too has been accommodating in making 'house calls' to do the installations on a number of cars I have owned. His work is exceptional and I encourage anyone with clear film needs to consider him.

In summary, the project is complete and I'm most pleased and proud of the results. When I purchased the car from its then current owner who owned it from 1976 – 2013, he expressed much emotion with lots of fond memories, but did not have the energy, time or facility to work on it. I promised him I would return the 'S' to her former glory as she was when new, and feel confident that I have done that. He has been reluctant to stop by for a visit so far, but hopefully I can convince him to do so in the near future.











# Frankfurt Auto Show 2015

## *Porsche Enters an Unprecedented New Era*



*Story and photos by  
Sydney Butler.*

Premiered on the same multi-media stage, the 991.2 Carrera S seemed antiquated alongside the Mission E Concept Study. Crowds of reporters jostled for views of the glittering white Mission E, marveling aloud at its sinuous design and all-electric powerplant. The silver 991.2--a traditional mid-cycle freshening of the 991.1-- drew only a smattering of observers, one of whom commented that it—compared to the Mission E—“looked like it belonged in a museum.”

But viewer preferences aside, the 991.2 and the Mission E, both represented a historical, unprecedented change in Porsche's philosophy and direction. The Mission E—though purely a “concept study”—is Porsche's first world premiere of an all-electric sports car. The 991.2 is the manufacturer's ultimate extension of turbo charged engines across the mainstream 911 model range. As Wolfgang Hatz, a longtime member of Porsche's Executive Board, aptly recognized: “Porsche has entered a new Era.”

Porsche has certainly invested in electric power previously, as an adjunct to more traditional fuel-driven engines. The Cayenne and Panamera hybrid models are well established and the 918 and 919 supercars incorporate sophisticated battery power into their sensational racing performances.

But, other than some truly experimental electric Boxsters seen around Weissach in 2011, the Mission E is Porsche's first proclamation that an all-electric sports car is destined for the world market.

Porsche's past concept/production pattern provides assurance that the Mission E “concept study” will make it into production. The Boxster concept predicted the Boxster, the Cayenne Hybrid concept preceded the production model, the 918 concept preceded the completed model, and Porsche has repeatedly declared that the 919 hybrid represents the “future of the sports car”. Other than possibly the four door 911 concept revealed decades ago (and some could argue that it was the precursor of the Panamera), Porsche has never publicly announced a concept that did not become reality.

Further, Porsche has consistently and successfully entered market segments that appear to be dominated by other manufacturers. Consider the Cayenne and Panamera entries into the crowded SUV and luxury sedan markets. Porsche has found a niche each time by producing models that add true sports characteristics and performance to the existing market segment. The Mission E will do the same, adding Porsche engineering,

race experience, performance and iconic design to the electric sedan market now filled by Tesla and others.

The 991.2 represents an equally new and dramatic era for Porsche. Turbocharging for 911 variants has previously been limited to the ultra-high performance Turbo, Turbo S, GT2 and similar models. Now, for the first time since the 1965 introduction of the 911, turbocharging is being extended across the full range of mainstream Carrera models.

It is certainly fair for longtime Porsche enthusiasts to rue the passage of non-aspirated engines, with their precise responsiveness and beloved sound. But it is also fair to admire Porsche's superb response to increased environmental regulation and modern customer demands. And for those who doubt the new performance, consider that a Carrera S, equipped with PDK and Sport Chrono options, achieves 0-60 mph in a stunning 3.7 seconds, with a top speed of 190 mph!

New eras can be daunting, and change is inevitable. But Porsche enters this new era with a commitment to sound engineering, innovative product development, and race-bred performance. And we, as Porsche enthusiasts, can enter that same era with admiration, confidence and excitement.

Only days after the Frankfurt Show, the automotive and financial worlds were shocked by

Volkswagen's admission that certain models had been designed to avoid U.S. Environmental Protection Agency emission standards. VW stock plummeted, top-level managers were terminated or suspended, and serious questions have surfaced about the company's viability and future investment priorities.

Questions about Porsche, a subsidiary of VW, understandably arise. Has the loss of Porsche CEO Matthias Muller, leaving Porsche and moving to VW, thrown management and planning into disarray? Will VW investment in Porsche research and development be decreased? Will the Mission E project be abandoned?

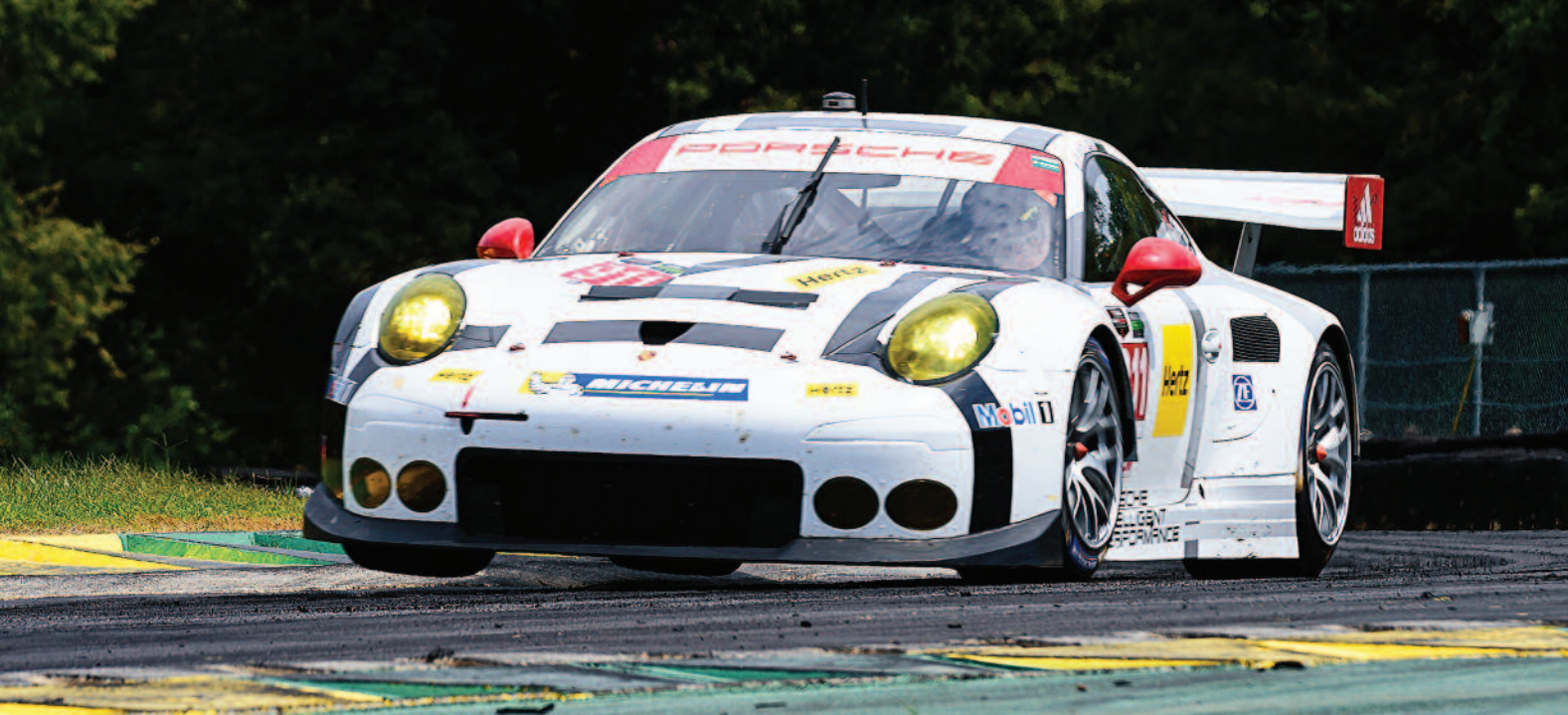
No one can answer these questions with assurance, but facts provide encouragement. Muller was a strong proponent of the Mission E project, and his selection indicates strongly that Porsche is not involved in any deception. Porsche has invested untold funds in hybrid development, and the company's proclaimed direction is focused on performance from alternative power sources. Turbocharging can actually decrease production costs by eliminating the need to develop new engines or squeeze yet more power from older non-aspirated powerplants. The only possible downside is that traditionally, when external sources negatively impact Porsche's finances, motor sport investment is impacted.

As Porsche enthusiasts, let's hope for the best...

Opposite page: The new 991.2 variant of the 911. The new model features a 3.0 liter turbo engine and restyled front and rear details.

Below: The Mission E concept vehicle boasting an all-electric drivetrain.





# VIR Race Report

## Porsche GT LeMans (GTLM) Cars Win Fourth Race in a Row

Story and photos by  
Ken Marks.

DANVILLE, Virginia – Finally, it was time for the Oak Tree Grand Prix at Virginia International Raceway (August 21-23, 2015). This is the annual return to Southside Virginia for the TUDOR United SportsCar Championship series and this year is was the production-based GT classes that would put on the show. The two prototype classes would get the weekend off and the spotlight would be on the GT Le Mans (GTLM) and GT Daytona (GTD) cars.

The Oak Tree Grand Prix would be round 10 of the TUDOR United SportsCar Championship and VIRginia International Raceway's 3.27 mile road course would be the challenge. Porsche North America came with two Porsche 911 RSRs – one for Patrick Pilet and Nick Tandy (No. 911) and the other for Joerg Bergmeister and Earl Bamber (No. 912). You've heard those names before this year – Nick Tandy and Earl Bamber won this year's LeMans 24 hour race in a Porsche 919 Hybrid prototype (co-driven with Formula 1 racer Nico Hulkenberg). What you may not have heard, or realized, is that going into the Oak Tree Grand

Prix, Tandy and Pilet had won two races in a row. Could they make it three in a row? (And 4 in a row for Porsche, counting a recent win by the No. 17 Falken Porsche).

In qualifying, the Porsche North America 911 RSRs showed what they had, qualifying first (No. 911, Tandy driving) and second (No. 912, Bergmeister driving). The Risi Competizione Ferrari of Pierre Kaffer and Giancarlo Fisichella (Kaffer driving) was third, ½ second behind Tandy's No. 911 Porsche. Tandy ascribed the great performance to lower track temperatures for qualifying and warned that race day could be a lot different.

When the Porsche drivers appeared at the Porscheplatz before the race, all were optimistic, but cautious. However, the fan favorite question was probably this one – Which car do you drive as your personal car for street use? All had 911 GT3 RSs, or had one on order. Tandy noted that he really liked his Panamera GTS and would continue to enjoy it until his GT3 RS arrived.

Everyone had a good laugh and it broke the usual pattern of technical questions for the drivers.

Race day dawned as a hotter day than qualifying or practice. At 8:30 am, the ambient temperature was 66 degrees, with a track temperature of 80 degrees, under mostly cloudy skies. By 1:06 pm, the ambient temperature had risen to 84 degrees, with a track temperature of 110 degrees, under mostly sunny skies. Clearly, tires were going to be affected by the increases in temperatures.

The No. 911 and No. 912 Porsches led the field around on the pace lap and the green flag fell. Tandy (No. 911) led the field into the first turn with ease but Kaffer (No. 62, Ferrari) got around Bergmeister (No. 912) and Bergmeister promptly passed Kaffer in the diving turn approaching start/finish. But Kaffer repassed Bergmeister on the main straight. Things settled down with Tandy leading Kaffer, with Bergmeister waiting for a chance to get by. Brian Sellers in the Falken 911 RSR brought up the rear of the field GTLM field. It remained this way for some time.

At the 48 minute mark, both Kaffer and Bergmeister hit the pits to fuel and to change tires and drivers, Fisichella taking over for Kaffer and Bamber for Bergmeister. The pit stops for the cars were within 1 second of each other in length. Tandy chose to pit later, at the 51 minute mark, for fuel and tires and for Pilet to get into the car.

After the stops, the No. 911 car (Pilet driving) remained in first place, but Fisichella was now in second place. The No. 912 car (Bamber driving) slipped to fourth, following Lucas Luhr in the No. 24 BMW Z4 (now in third place). But by the one hour, 27 minute mark, Bamber was in third place, about 4 seconds behind Fisichella. Bamber was setting a torrid pace, with a best lap overall of 1:42.729 at this point.

At the 1 hour, 45 minute mark, Bamber hit the pits for fuel and 4 tires (no driver change), followed shortly by Pilet and Fisichella. In the case of Pilet and Fisichella, there were driver changes -

- Kaffer was back into the Ferrari and Tandy into the Porsche. Fisichella reported: "I had a lot of graining and sliding of the tires. I had a problem keeping the car on the ground." After the stops, Bamber was in third and Kaffer in fourth. John Edwards was in the No. 24 BMW and remained in second place. Bamber continued to set the pace of the field though and moved into second place when Edwards pitted at the 1 hour, 59 minute mark. The leaders would stay that way until the end.

While the No. 911 car seemed to have it relatively easy, dominating the race after starting from the pole, the No. 912's second-place finish was much closer. At the end, the Ferrari was the fastest car on the track, but driver Kaffer ran out of time to run down the No. 912 Porsche and



Bamber finished just 0.575 seconds ahead of Kaffer in the Ferrari. Fourth and fifth were the two BMW Team RLL BMW Z4 GTEs. The two Chevrolet Corvette C7.Rs finished sixth and eighth, with the Falken Porsche 911 RSR in seventh. The checker fell at 3:49 pm after 2 hours, 40 minutes of great racing with no caution flags (the first time since Long Beach in April).

Porsche now has four consecutive GTLM victo-



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ries, a streak that began in June with Bryan Sellers and Wolf Henzler's triumph in the Sahlen's Six Hours of The Glen in their No. 17 Team Falken Tire Porsche 911 RSR. Then, came two wins in a row for Tandy and Pilet. Their win at the Oak Tree Grand Prix makes it four wins in a row for Porsche and Porsche now leads the GTLM manufacturer standings by eight points, 260-252, over BMW. Pilet is now in the GTLM points lead for drivers with two races remaining. The Porsche driver has 248 points, followed by Antonio Garcia and Jan Magnussen, drivers of the sixth-place finishing No. 3 Corvette Racing Chevrolet Corvette C7.R, with 243 points. Third, with 240 points, are Bill Auberlen and Dirk Werner, who finished fifth in the No. 25 BMW Team RLL IHG Rewards Club BMW Z4 GTLM. The No. 911 Porsche 911 RSR also was awarded the DEKRA Green Challenge Award. The award is presented at each race to the most environmentally clean, fast and efficient GTLM competitor. The award is determined through Green Racing protocols established by the United States Department of Energy (DOE),

Environmental Protection Agency (EPA) and Society of Automotive Engineers (SAE) International.

Porsche's win in GTLM left many of their competitors fuming over "Balance of Performance".

There were several Porsche's also running in the GT Daytona class. However, in this class the No. 63 Scuderia Corsa Ferrari 458 Italia of Bill Sweedler/Townsend Bell dominated most of the race, and came home ahead of a fast charging No. 007 TRG-AMR Aston Martin V12 Vantage driven by Christina Nielsen/Kuno Wittmer. Third was the No. 23 Team Seattle/Alex Job Porsche 911 GT America of Mario Farnbacher/Ian James.

The next race - Lone Star Le Mans September 17-19 at Circuit of the Americas in Austin Texas. All four of the TUDOR Championship classes will compete. It's a doubleheader weekend, with the World Endurance Championship making its only U.S. appearance. I'll be there.





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# Potomac Elections

In accordance with the club's bylaws, the 2016 executive officers will be elected by the membership on Dec. 12, 2015 at the annual membership meeting at EuroPro Auto body shop in Gaithersburg, MD at 10 a.m. to 12. The 2016 officer candidates proposed by the club's nominating committee are presented below. If you would like to nominate an additional candidate pursuant to the Potomac Bylaws, please submit your candidate, along with the endorsement of five active Potomac members, to the nominating committee chair (Vice President) by Nov. 16.

Your vote is important to Potomac. As a result, Potomac is providing two ways to vote this year – electronically via mail-in ballot or in person at the annual meeting. Details regarding voting and the mail-in ballot will be posted on our website and sent out in an e-Blast on or before Nov. 20.

## **For President: Howard Hill**

Hill is a native Washingtonian committed to community service with a passion for Porsche since his high school years. The Porsche light first shined when a friend took him for a ride in his new 1970 911T. Howard had not thought about that joy ride until looking to replace his 1997 Ford Escort. He looked no further after the test drive of his 2007 C2S vividly reminded him of that ride almost 40 years earlier.

Hill has degrees from Duke University and Columbia University. He served as an infantry officer in the Marines while stationed in Kaneohe Bay, Hawaii where he volunteered as a mentor with Big Brothers/Big Sisters of America. He joined PCA in October 2008. In addition to Potomac DE, he has attended events at Lime Rock Park, Monticello Motor Club, New Jersey Motorsports Park and Mid-Ohio Sports Car Course.

## **For Vice President: David Dean**

David Dean joined PCA in 2003 following the purchase of his first Porsche – a 2003 Boxster S that he and his son picked up in Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping and a long, six week wait for the next drive. In 2004, he attended Potomac's September High Performance Driving Clinic and was hooked for life. Before his first Drivers' Education event in 2005, David became the proud owner of his second Porsche, a 1979 911 SC prepared for the track. David became a DE instructor in 2010. In 2011, he started Club Racing his current track car, a 1993 RS America.

David has served as Potomac's Treasurer and is currently serving on Potomac's Executive board as Vice President.

David received his degree in accounting from West Virginia University in 1986 and is a Certified Public Accountant li-

censed in Virginia. He is a Managing Member of Fitzwater and Dean, PLC, an accounting and advisory firm in Woodbridge, Virginia.

## **For Secretary: Mia Walsh**

Mia Potthast Walsh has been in the Porsche Club since 2008, along with her husband, Brian. During this time, she has served as the Social Chair, the Membership Co-Director, and the Volunteer Coordinator for the Club Race, as well as currently serving as Secretary for 2014-2015. Her passion in the club is participating in the Drivers' Education and Club Racing events, both as a driver and as an instructor for DE's.

Mia and her husband have a plethora of Porsche vehicles, including a 2005 GT3 Cup, 2009 Cayman S, 2013 Cayenne Diesel, 2012 911 Carrera and a 1972 911E. Mia's favorite car, the 2008 GT2, was recently sold in exchange for her life-long dream of a super-nice kitchen.

In her non-Porsche time, Mia works in technology at Notre Dame Preparatory School in Towson, Maryland, her alma mater and the school in which both of her daughters attend. She also raises chickens. She currently sits on the Board of Directors for the Cromwell Valley Park Council. Prior, she served as Vice President of the Junior League of Baltimore and as Secretary for Baltimore Outreach Services, a homeless shelter for women and children in Baltimore City. She is also a volunteer for the Refugee Youth Project in Baltimore City.

## **For Treasurer: Michael Handelman**

Handelman's passion for Porsches began when he was a teenager and saw his first bathtub Porsche and thought it was his ideal car.

He came to Washington in 1970 to attend George Washington University. He eventually worked at the International Monetary Fund for 28 years until his retirement at the start of 2012. He has been married 35 years to the same wonderful woman, and they have two grown children. After the last tuition payment, Handelman was finally able in 2009 to buy his first Porsche, a 2006 Seal Grey 997S cabriolet.

## **For Past President: John Eberhardt**

John Eberhardt joined PCA in 2006 after buying his first Porsche, a Boxster. He is the former club president and vice president and former Drive 'n Dine chair. John is a regular autocrosser, DE participant and races in the 24 Hours of Lemons.

John runs research and operations at his own consulting company.

## September 2015 new Potomac members

### New members

- Jeff Afflerbach - 2013 911 Carrera - from McLean  
 Lawrence Aiello - 2014 Cayenne - from Manassas  
 Luis Alberty - 2006 Cayman S - from Laurel  
 Matt Belman - 2006 911 Carrera 4S - from Fredericksburg  
 Michael Brady - 2002 Boxster - from Arlington  
 Paul Breaux - 2015 911 Turbo S Coupe - from Purcellville  
 Chuck Carpenter - 2008 911 Carrera 4S - from Washington  
 Omar Ching - 1999 911 Carrera - from Arlington - transfer from Blue Ridge  
 Michael Cooper - 1986 911 Carrera Coupe - from Huntingtown  
 Eliot Danner - 2014 Cayman - from Haymarket  
 Mark Decker - 1986 911 Turbo - from Great Falls  
 Jonathan Ebinger - 1999 Boxster - from Bethesda  
 Mark Failor - 2000 Boxster S - from Ashburn  
 Robert Gotwald - 1970 911T Targa - from Alexandria  
 Martin Hannes - 1999 911 Carrera 4 - from Washington  
 Christopher Kane - 2008 911 Turbo Coupe - from Silver Spring  
 Scott Keimig - 2003 Boxster - from Frederick - transfer from Chesapeake  
 Brian Kelsall - 2014 Cayman S - from Washington  
 Emile Khoury - 2008 Cayenne Turbo - from Alexandria  
 David Knowlton - 2006 Cayman S - from Aldie  
 Tom Lee - 2003 911 Turbo Coupe - from Broadlands  
 Anthony Lengerich - 2015 Cayman S - from Alexandria  
 J A Liverman - 2014 911 Carrera S Coupe - from Fairfax  
 Omar Messia - 2013 911 Carrera Coupe - from Clarksburg  
 Tom Neel - 2016 Cayman GT4 - from Marshall  
 Nathan Offenbacher - 2006 911 Carrera S - from Centreville  
 Chris On - 2014 Cayman - from Clarksburg  
 Markos Panas - 2007 911 GT3 Coupe - from Alexandria  
 Sean Sami - 2011 Cayman S - from Great Falls  
 Eric Sosnitsky - 1985 911 Carrera - from Arlington  
 Travis Trussell - 1969 912 - from Oakton - transfer from Los Angeles  
 Ted Wills - 1997 911 Targa - from Oakland - transfer from Arkansas  
 David Wohlstadter - 2015 Cayenne Diesel - from Potomac



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# October 2015 Potomac anniversaries

## Anniversaries

### 25 Years

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Michael & Margaret Volpe

### 15 Years

Henry Garazo  
Brian Holeman  
Kirstin Knott  
Earl & Nancy Powell

### 10 Years

Guido Costa  
Mike Derby & Cynthia Brown  
Joe & Samuel Drumheller  
Robert & Susan Frick  
Frank & Sue Hardesty  
Patrick Hiller  
Arthur Killinger  
James & Lila Lawler  
Karl & Patrick Macklin

### 5 Years

Daniel Blair  
Gregory & Sylvia Fudge  
Alfred Funke  
David Grant  
Alan & Lauren Griffin  
Frederick Hill  
John & Teddy Kroll  
Michael & Cathleen MacKay  
Christopher & Ryan Marren  
Robert Martinell  
James & Sarah Newland  
Victor Omelchenko  
Radomet Pagan  
Robert Page & Rob Talastas  
Howard Weissman & Kristin Williams



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

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

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

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

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

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

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

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

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

on Sal Fanelli, who owns a Porsche tractor.

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

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

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

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

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# Readers and Their Cars





Opposite page left: A collection of Porsches outside Mike Smalley's house. *Photo by Mark Francis.*

Left: Linda and Craig Davidson have a flatbed experience. *Photo by Linda Davidson.*

Below: The group gathers during the Nemaquin trip. *Photo by Bill Schwinn.*





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