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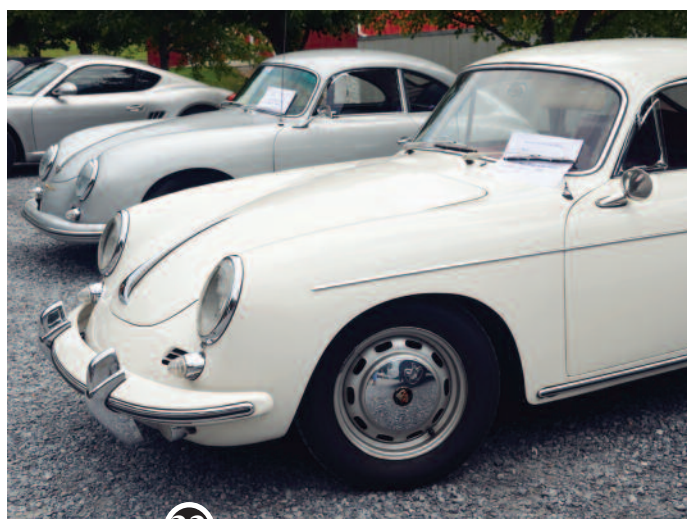
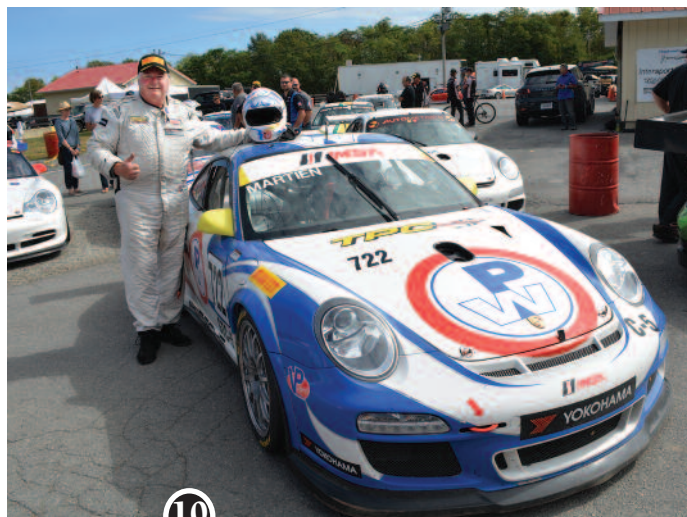
**Porsche BMW**  
**Mercedes Audi**



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Cover photo: Bob Mulligan (115) leads a line of cars toward Turn 10 in the Blue Sprint Group. Story on page 10. Photo by Ken Hills.



## der Vorgänger

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# Tee Time

I don't play golf. Never have. My sons do, so I pay obligatory attention to their pars and bogeys and such. I barely realize the sport is televised. Nevertheless, I have spent my entire adult life around relatives, friends, business associates and random strangers who play golf. None of them seem capable of more than 200 seconds of conversation before "...last year at Blatchworth I sliced a 9 iron into the left bunker... blah, blah, blah and they are off! For the remainder of whatever time we are together I will be bored to distraction with hazards and pin placement. Golfers seem to remember every hole – every stroke going back, well, all the way to the magical 1st tee.

What does this have to do with Porsches you ask? I'm getting there!

I have been a member of PCA Potomac coming up on 15 years. I have been to Autocross School twice, HPDC twice, run in more than 50 Autocross events and been to a couple of Fridays at the Track at Summit Point. I have never done DE, Club Racing or driven at Indy, although I've been there a few times. I used to enjoy F1 and still go to the occasional event. I like motorsports but I am not an enthusiast and am far from conversant with the details and nuances of auto racing.



Glenn Cowan



Michael Sherman

So, that's probably true of most PCA members. The problem is, that like golfers, racing enthusiast can't have any conversation longer than the zero to sixty time of the 1997 993 Turbo without commenting on the decreasing radius third turn at Blatchworth! This leaves most people at the table without much to say.

I travel – all to Hell and gone. If at my next PCA gathering I was to comment on the difficulty of negotiating the change from Terminal 1 to Terminal 2 at Dubai everyone at the table would smile politely and wonder why they should care? For better or worse, the same is true for most of us who attend PCA events when the conversation inevitably turns to Lime Rock or VIR - we don't know and we don't really care. We love our cars and relish just driving them to work or on weekends in the mountains or to see the kids or going to the beach. We like caring for them and reading about them – we just don't know or care much about racing.

So please, you initiated few for who track changes is not an editing command, let us into the conversation. We're not bad people, really.

Oh, you have to take a shuttle bus to get to Terminal 2.

– Glenn

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# New or Used?

New or Used? That is the question. I am not yet in the market for another Porsche, but if I were then I would explore both new and used. Gail and I took delivery of our first two Porsches new from Porsche of Silver Spring and since then have purchased two Certified Pre-owned (CPOs) from dealers: one from Byers Imports (Columbus, OH) and the other from Porsche of Tysons. None of these purchases has left us disappointed in any way. Shortly after our first purchase, we joined PCA and have thoroughly enjoyed this club like no other group with which we are affiliated.

When purchasing pre-owned cars from a dealer, rarely does one get to meet the original owner. What does this have to do with PCA? Well, we had a chance to meet both original owners after each of our last two purchases--both of whom we met through our membership in PCA.

I traded my first 911 (a Carrera S) for another one a bit more suited for the track (a GT3 RS). The experience of the trade will always rekindle fond memories. Gail and I borrowed a trailer from PCA Potomac members Bernice and Carson Soule. We hauled the Carrera S from DC to Columbus and went straight to Byers Imports to close the purchase that evening with consummate gentlemen Kevin King and Bill Reilly. I left the Carrera with Byers and drove the RS to the Columbus Athletic Club where we



Howard Hill

stayed the night. The next day Gail and I spent some time touring Columbus. After thoroughly enjoying our drive through Columbus, we returned to Byers, loaded the RS onto the trailer and headed back home.

About 18 months later, Gail and I missed the PCA Potomac Driver's Education (DE) at Mid-Ohio, but we successfully enrolled in a DE being hosted by the Mid-Ohio Region of PCA the following week. We drove the RS to the event and spent the night at a B&B located only minutes from the track. In chatting with the owner of the B&B, we learned that PCA Potomac members Michaela and Stephen Shoop had stayed there on several occasions. This is how small PCA can be.

Gail and I drove to the track early the next morning in order to get acquainted with the leadership and to volunteer as needed before the event. We were welcomed with nothing but cordiality and kindness. I was among the first cars parked in the paddock; within an hour following our arrival, four other RS parked next to me. As I walked through the paddock, I had a chance to meet the gentleman who was the original owner of my new RS. This is only one example of those rare times that one gets to meet the original owner of a trade-in. Since then, he and I have enjoyed continued correspondence. Whether 'tis nobler to purchase new or used? You be the judge.

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Photograph by Ken Hills - PCA Potomac Club Race 2015



# Potomac's calendar

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

## November

- 5 Potomac's first Saturday brunch, City Grille, Manassas.  
11am – 1pm.
- 6 Potomac's Fall Foliage #2 Drive and Dine to Schmankerl Stube.
- 6 Autocross event #7, Bowie Baysox Stadium, 7am – 2:30pm.
- 12 Off-road Driving and Dining with the NVJA.
- 12 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, 8am – 10am.
- 19 Potomac's Morais Winery Autumn Event Drive & Dine, 9am – 1pm.
- 19 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.





Bruce Wakefield  
Director

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## 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 Silver Anniversary Club Race

Story by Fred Pfeiffer  
Silver Anniversary Club Race Chair. Photos by Ken Hills except where noted otherwise.

Above: Cory Friedman set a group record in his GT3 RSR.

After a year of planning, Potomac's Silver Anniversary Club Race is history.

The celebration of 25 years of PCA club racing turned out to be a wonderful weekend with beautiful weather, close competition and renewed fellowship between drivers and volunteers from all over the East coast.

Club Racing PCA style has its origin at Summit Point in 1992 driven by the membership of Potomac, The Founders' Region. A group headed by Alan Friedman petitioned PCA national officers to start the series and many Potomac members were on the first committee to get things moving.

The plan for this event was to make it a celebration of the past 25 years as well as recognize as many individuals as possible who are responsible for what we

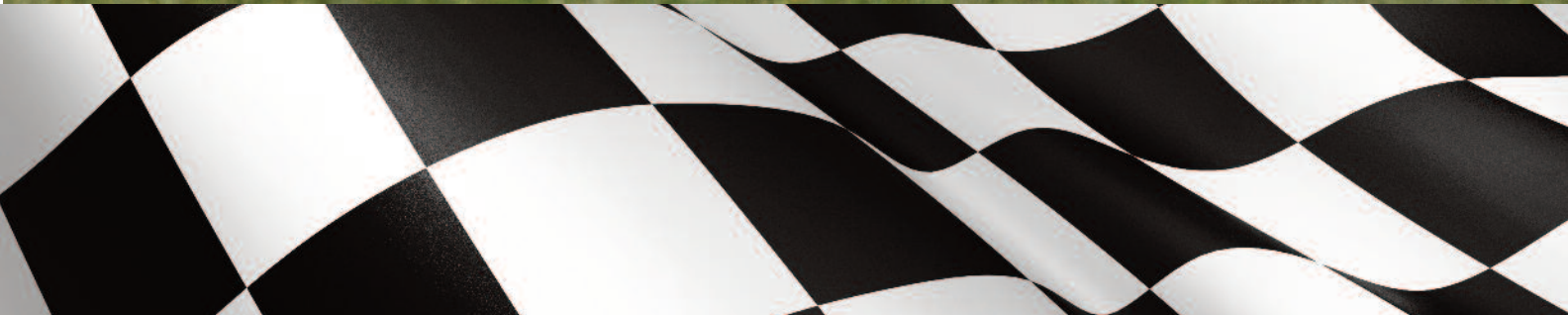
have today as PCA Club Racing both nationally and regionally.

New to our race weekend as special features were: the addition of a separate Vintage Race Group for '83 and older air cooled Porsches; a parade of Porsches from all twenty-five model years of the anniversary period; and a display of historical items of the races in past years.

Four race groups, led by the Vintage Group started Friday with three practice sessions and ended the day with practice starts. Friday's evening meal, sponsored by Euro Pros, was a new to us Italian Buffet and was a resounding success. It was preceded by an Intersport sponsored Happy Hour.

Actual racing started Saturday morning and by days' end, eight 30-minute Sprint Races were in the





books. The evening activities started with the Inter-sport sponsored Happy Hour followed by our now famous Dixie Bones BBQ. Everyone seemed happy and satisfied as usual.

Saturday's Awards ceremony started with presentations to Alan Friedman for his vision and efforts in starting Club racing. We gave him a 3' x 4' mounted race poster as well as a Sterling Silver Jefferson Cup in the style of the awards that the 1992 competitors received in pewter. Besides the 2016 Silver Anniversary inscription, another inscription read:

*"To Alan Friedman  
Thanks for Giving Life to PCA Club Racing"*

Prior Potomac Club Race Chairs were presented pewter Jefferson Cups for their service. Receiving those were: Gail and Dan Dazzo; Mike Klassen; Dirk

Dekker; Starla Phelps; Fred Pfeiffer and Gary Baker.

Others receiving Jefferson Cups were Mark Hillyer, Dale Ferril, Wayne Armbrust and Cindy Pagonis for their years' of contributions to the race and the CR Chair.

National Club Racing Awards were presented to: Dean Drewyer, Best Prepared car; Fred Pfeiffer, Novice Racer of the Event; Michael Kaunitz, Rookie Racer of the Event; and Manny Martinez, LN Engineering Award.

The coveted Workers' Choice Awards went to: Mike Spraggins; Steve Wilson; JD Schlough; Stuart Fain; Alan Friedman; Jeff Covert; Michael Kaunitz; Phillip Martien; Cory Friedman; Susan Kimmit; Todd Lamb; Fred Pfeiffer; Jimmy Martin; Bob Mulligan; and John Shaffer.

*Above: Ken Nielsen has wheels in the air in the carousel during the Red Sprint run.*







*Dan Dazzo at the awards ceremony.*



*GTC3 Podium - Brian Walsh, Tom Kerr and Jose Roque. Photo by Dedric Baker.*







Sunday racing saw two Sprint Races for the Vintage Group and one Sprint Race and an Enduro for the other groups. In all, 127 drivers took part in this year's race. There were 100 Volunteers keeping them safe.

Potomac members reaching the top of the podium with first place finishes were: Steve Wilson, Robbie Wilson, Bob Mulligan, Brian Walsh, Clark Simpson, Ryan Magrab, Omar Hilmi, Phillip Martien, Chuck Harrison, JD Slough and Stuart Fain

Robbie Wilson went 4 for 4 in class wins for the second year in a row.

The Silver Anniversary Club Race at Summit Point showcased the best that Potomac Region has to offer in terms of preparation, performance and personality. Our race is complimented by drivers, crew and Na-

tional Staff. Our volunteers and Specialty Chiefs could perform at any venue in the country. We attract entrants from as far away as Florida and Maine because we just get it right! Please thank and support the sponsors of our race as their support enables us to do the special things we do to set us apart.

As an aside on this year, we showcased the first Vintage Run Group in PCA Club Racing and did such a good job with it that starting in 2017, PCA Vintage Racing will be offered at other tracks and races. We can now say that not only is Potomac Region the Birthplace of PCA Club Racing, we are the Birthplace of PCA Vintage Racing!

Be proud Potomac. We showed our talents again this year

*Above: Bob Cage waves the Checkered flag.*



## Thank You For a Fine 25th Anniversary Club Race

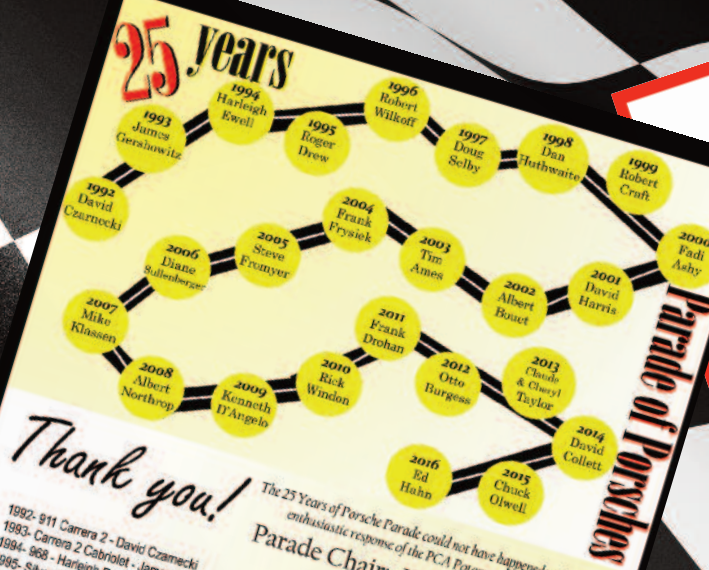
I thoroughly enjoyed participating in the Silver Anniversary Club Race and the new Vintage Group. I would like to thank all those involved - led by Fred Pfeiffer.

Many thanks also to Fred and the Region for the lovely silver cup and framed race poster, and the kind words about me by Dan Dazzo, Chuck Perilli, and others at the Saturday awards dinner.

When I designed and organized the Club Racing program, before 1992, I made sure that one of the pillars of the program was a hybrid model of National Rules and key National officials for each race combined with the efforts, expertise and knowledgeable people in the host region. Being from Potomac Region - I knew that this would be a winning formula because of all the years experience that Potomac people had with a successful Drivers Ed program. The formula has worked well for 25 years now, and will continue to work as long as PCA has Regions like Potomac!

Well done Potomac Region!

— Alan Friedman



Thank you!

The 25 Years of Porsche Parade could not have happened without the enthusiastic response of the PCA Potomac Membership!

Parade Chair: Kenneth D'Angelo

1992- 911 Carrera 2 - David Czamecki  
1993- Carrera 2 Cabriolet - James Gershowitz  
1994- 968 - Harleigh Ewell  
1995- Silver 993 Carrera 4 Cabriolet - Roger Drew  
1996- Black Carrera 4 Cabriolet - Robert Wilkoff  
1997- Red 993 Coupe - Doug Selby  
1998- Black C2S - Dan Huthwaite  
1999- White Boxster 986 - Robert Craft  
2000- Yellow Carrera 2S Cabriolet - Fadi Ashy  
2001- Green Boxster - David Harris  
2002- Silver Cabriolet - Albert Bouset  
2003- Blue 911 Carrera C4 Cabriolet (996) - Tim Ames  
2004- C4S Cabriolet - Frank Frysiek



2005- Black 911S (Launch Edition) - Steve Fromyer  
2006- Gray 911 Carrera S - Diane Sullenberger  
2007- White GT3 - Mike Klassen  
2008- 4S Cabriolet - Albert Northrop  
2009- Black Cayman S - Kenneth D'Angelo  
2010- Grey 911S Cabriolet - Rick Windon  
2011- Brown Targa 4S - Frank Drohan  
2012- Silver Cayman S - Otto Burgess  
2013- Aqua Boxster - Cheryl & Claude Taylor  
2014- Black 911 4S - David Collett  
2015- Blue Macan - Charles Olwell  
2016- Yellow Cayman GT4 - Ed Hahn

Porsche Parade - 25 Years of Cars



### 25 Years of Club Race Chairs

1992 Jim Loftis  
1993 Pat and Tom Walker  
1994 Pat and Tom Walker  
1995 Pat and Tom Walker  
1996 Pat and Tom Walker  
1997 Gale and Dan Dazzo  
1998 Gale and Dan Dazzo  
1999 Dirk Dekker  
2000 Dirk Dekker  
2001 Dirk Dekker  
2002 Marylan Hickson  
2003 Dave Deracola  
2004 Dave Derecola  
2005 Dave Derecola  
2006 Dirk Dekker  
2007 Mike Klassen  
2008 Starla Phelps / Kevin Oyler  
2009 Starla Phelps / Kevin Oyler  
2010 Starla Phelps / Kevin Oyler  
2011 Starla Phelps / Fred Pfeiffer  
2012 Starla Phelps / Fred Pfeiffer  
2013 Starla Phelps / Fred Pfeiffer  
2014 Fred Pfeiffer  
2015 Fred Pfeiffer

2016 - Fred Pfeiffer & Gary Baker

Thank you to all of our Club Race chairs for being part of the history of PCA Racing!







Left: GTC4 1st  
place Red  
Sprint Race  
Spencer Cox.  
Photo by  
Dedric Baker.

Below: Group  
photo of Silver  
Sprint Group.  
Photo by Ken  
Hills.





# Annual 928 Frenzy

Story by Curt  
Austin, Hud-  
son-Champlain  
Region

Porsche intended the 928 to be the ultimate GT, a car that can get you places fast and comfortably. It broke new design ground in several ways when it was introduced in 1977, and fulfilled the Porsche mandate of timeless design – clean and uncomplicated. Not so simple underneath, as many know; it features the scariest fuse panel you'll ever see, as well as many elaborately-engineered mechanical systems. It has a certain reputation owing to these complexities. Porsche's historian Dieter Landenberger has said "It's much easier to own a vintage 911, so whenever I see one of these cars on the street I'm very happy."

And yet, despite the challenges of keeping these cars on the road, owners confidently drove them from 17 states and provinces to the 928 Frenzy. Where does this confidence come from? We'll get back to this question, but here's a hint: it's not about the cars, it's about the people.

This was the 20th year of the Frenzy, always held on the weekend closest to 9/28. It was headquartered at the Holiday Inn in Sterling under the auspices of the Potomac Region of PCA. "Frenzy" derives from the 928's nickname – sharks – and what happens when excited sharks gather. Study a side view of a 928 and you'll understand. The first Frenzy was organized by Ed Ruiz as a social and technical gathering of DC-area 928 owners. Current organizer Greg Nichols started attending the next year and has been at every event since. He and his crew put together a new format this year that was very successful.

Generous support was provided by 928 Specialists, 928sRus, Classic 9 Leather Shop and the 928 Owners Club. J.P. Thal-Larsen designed and produced the T-shirts. Bruce Bade coordinated with Summit Point Raceway. Greg's son James was always at his side.

Frenzy 20 attracted 65 cars and over 100 people from 17 states and provinces. Six owners came all the way from Canada, but Trey Johnson won the "greatest distance" award by driving his 1990 S4 from Florida. One contingent flew in from Texas.

Interest in the 928 seems to be increasing. It was originally viewed as a dangerous heretic by air-cooled rear-engine aficionados, but as it enters vintage status, sentiment is shifting to recognize its profound influence on automotive design. There are folks who wonder if Porsche should try again, in the form of a 2+2 version of the Panamera.

The event began Friday afternoon with the now-traditional cleaning of the cars at nearby Odds and Ends Detailing, courtesy of its owner, Darryl Nichols. The cars were scrutinized while dodging the suds and spray, as old friends caught up with each other. Actually, most are always caught up courtesy of the Rennlist 928 forum, one of the most active forums in all of Porsche-dom. It's always a delight to meet a forum member face-to-face the first time, along with their cars.

The festivities shifted to the hotel parking lot (a very accommodating hotel, I must add). A larger crowd gathered, first under the harsh light of a hot sun, then later under sodium vapor light. More cars were inspected and discussed, stories were shared, suggestions were gently offered, and coolers were opened. This year, owners were treated to a live show of mechanical legerdemain: a new member of the 928 community, Alex Grogan, limped in from Nazereth, Pennsylvania with a troubled car. It had to be fixed by Sunday morning - no cars are left behind at Frenzy! Among the crowd were the most accomplished 928 mechanics this side of the Rockies, legends of the Rennlist 928 forum.

Below: The  
928s gather in  
the parking lot.  
Photo by Curt  
Austin.







Alex is a young man who gained his mechanical chops from rebuilding the engine of his Geo Metro. He got the itch for a vintage Porsche and thought a 944 might be appropriate. Then he was introduced to a 1983 928 S in fair condition. "I was hooked and bought it on the spot. My plans were to get it more road worthy, enjoy it for the summer, and then decide to keep it or sell it." But he fell into the WYAIT rabbit hole and it took nearly three months to climb out.

The 1983 features the infamous Green Wire. The first team to attack the problem went straight to this evil cable, which informs the fuel system that the engine is turning over. The fans cheered when an onlooker held up his spare green wire. Other onlookers held up flashlights, illuminating the big V-8 through a haze of cigar smoke. With an economy of motion that brought gasps from the crowd, Sean Ratts and Roger Tyson installed the new wire. But this was destined to be a true puzzler – nothing so obvious as a green wire problem. They ran through a sequence of other troubleshooting steps. They even checked the most feared component of any 928, the longest timing belt ever used in a car, for a jumped cog.

There was no joy in Frenzy that night for Alex. Everyone was a little disturbed that his car had stumped perhaps the greatest number of 928 specialists ever assembled in one place. But one member of this brain trust had a theory, so far untested. There would be another session Saturday night....

Formal Frenzy activities began Saturday morning in Franklin Park. Among cars of all types and colors, there were two national award winners: Bob Voskian brought his meticulously prepared Guards Red 1991 928GT, which won first place in his Touring Class this year at Parade in Vermont. George Michaels (First Settlers Region) brought his Coral Red 1991 928GT, which won the prestigious Honorary Judges Choice Award; his car was one of three placed on display at the elegant Parade Concours dinner.

Doughnuts were consumed, spare parts were bought and sold, someone named Jason fixed my kick down switch, tall tales were exchanged, and lunch was served. Stan Kolen demonstrated how to align a hood, and how to install a new oil pan gasket without dropping the cross member.

*Above: A line of 928s make their way down the picturesque highway. Photo by Orlando Emmanuelli.*





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A spirited Fun Run followed, devised by Jon Pruess, that took us on smooth and windy roads through Virginia wine country and quaint villages. The destination was a parking area reserved just for us at Lovettsville's Oktoberfest, where we were welcomed by lederhosen-clad townspeople. We ate German food, watched a beer stein carrying contest, and returned to the hotel for the weekend finale of "Fix this 928".

Our luxury of 928 mechanics was such that a different all-star team took charge of the troubled car, including Stan Kolen. More theories were tested. Suspect parts were swapped into running cars to see if they worked. They did, narrowing the possibilities. Finally, Pete Panos - a quiet giant of 928 mechanical lore - had his theory tested. Bingo! A failure mode the other giants had not seen before: a pin fix-

ing an important doodad within the distributor had fallen out. Stan - known as MrMerlin on Rennlist - pounded it back in using improvised tooling. Ok, it was a rock.

Alex emerged smiling from the hotel the next morning, climbed into his 928, and we all drove off to Summit Point Raceway where a major PCA Club Racing event was taking place. While flat-sixes screamed by, we were led into a classroom and briefed on the protocols of running parade laps. I was not given a briefing for the NJ Turnpike, so this was welcome. We anxiously waited in our staging area - parade laps are subject to racing mishaps - and were very happy to see our pace car arrive. We were limited to 55 mph, but our leader did not slow down much for the corners, showing off his nimble Cayman. We kept up, making a distinctly different sound.

After joining the 928 community myself two years ago, I became indoctrinated in the idea of getting my old car to run like new, and reliably, through preventative maintenance and many new parts. A "wait until it breaks, then fix it" attitude will be punished if you drive these cars, and we love driving them. Fortunately, the community of owners fully supports this mission of mechanical excellence. When someone gets into trouble, as did Alex, it's all hands on deck, whether in the forums or in parking lots. After Frenzy, one person after another said there was no way they could own a 928 without this community. As for Alex, he says "My mind is 100% made up - I am keeping my 928 for good."

Are these people, these heroic owners of complex vintage cars, different from other Porsche owners? I asked around, I looked, I prodded ... it's difficult to pinpoint, but it seems so. The answer lies somewhere in the challenge they have accepted, their ability to meet it, and the help they give to, and get from, others doing the same.



*Above: Along the journey. Photo by Curt Austin.*

*Right: An ariel photo of Franklin Park*



# PCA Potomac Elections

In accordance with the PCA Potomac's Bylaws, the 2017 executive officers will be elected by the membership on Saturday, December 3rd, 2016 at the Annual Membership Meeting (location TBD). The 2017 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, David Dean ([vicepresident@pcapotomac.org](mailto:vicepresident@pcapotomac.org)), by November 3rd.

Your vote is important to PCA Potomac. As a result, Potomac is providing two ways to vote this year: (a) electronically via mail-in ballot or (b) 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 November 13th.



## David Dean for President

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



## Mia Walsh for Vice President

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 Potomac Club Race, as well as currently serving as Secretary for 2014-2016 years.

Her passion in PCA Potomac is participating in the Drivers' Education and Club Racing events, both as a racer in GTB1 class,

and as a driver and instructor for DEs. As of late, she is dipping her toes into Autocross.

Mia and her husband have a plethora of Porsche vehicles, including a historic 1972 911E which they are currently restoring. She is also a frequent contributor of articles and photographs for the *Der Vorgänger* magazine, with a specialty focusing on the historic Targa Florio race in Sicily.

In her non-Porsche time, Mia is a technology consultant at Notre Dame Preparatory School in Towson, Maryland, her alma mater and the school in which both of their 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.

## Gary Baker for Secretary

Gary Baker has been a member of PCA Potomac, The Founders Region, since 2008. During this period, he has served as the club's Autocross Chair; a Nationally Certified High Performance Driver Education (DE) Instructor; and he has recently accepted the position of being our new Club Race Co-Chair.

Gary was born in Stuttgart, Germany, lived in that country for sixteen years and is fluent in the German language.

Gary loves the Porsche brand and is very passionate about the PCA and especially enjoys recruiting new members. He was also instrumental in the creation of PCA's very first DE Instructor Candidate Program, and a major contributor to our High Performance Driver's Clinics by designing challenging driving exercises and working with those who are brand new to high performance driving. Another of Gary's passions is competing in the PCA Autocross program, where he holds numerous division titles and championships. He has also been a frequent contributor to our very own *der Vorgänger* magazine on many topics concerning high performance driving, club activities and Porsche in general.

As you might expect, both Gary and his wife, Dunja, drive Porsche automobiles everyday. Gary favors his sporty Carrera 996 Cabriolet, while Dunja prefers the durability of her Cayenne GTS. In addition, Gary also owns a vintage 1979 front engine 928, a car that been in his family since it was new, and he hopes





to restore to its original beauty one day soon. He also participates in the annual "928 Frenzy," an event devoted entirely to Porsche 928 owners.

Gary is a Travel Consultant with over twenty five years experience at International Travel Consultants in Rockville, Maryland. When not at work, traveling or at the autocross course or race-track, Gary enjoys water skiing, go-karting and snowboarding, but most of all, he loves spending time with his family and friends. Gary doesn't raise chickens but does enjoy eggs.



#### Michael Handelman for Treasurer

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. Since then he has been a common participant in Driver's Education as well as one of the stewards along with also being a volunteer for Club Race. Michael enjoys Drive & Dine events and the

club is other social activities.

Michael has served as Potomac's Secretary and is currently serving on Potomac's Executive Board as Treasurer.

#### Howard Hill for Past President

Howard is currently serving as the PCA Potomac President.



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.



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# PCA Potomac's Annual Picnic

Story and  
photos by Mia  
Walsh

Though the weather was raining in Baltimore when we departed, we didn't know what to expect at the new venue for the PCA Potomac Picnic at Circle D Farms. As it turned out, it turned out to be overcast, but cool – a perfect day to drive a Carrera or Boxster with the top down!

The quarterly Open Board Meeting was combined with the fall picnic again this year. Missing our “regular” picnic guru, Mike Budinski, to arrange things, the Exec team sprang into action to find a venue.

As many of our members “live around the beltway”, we often are asked to hold more events in the Maryland area. Circle D, though technically located in the Chesapeake Region, sits in a gorgeous rolling-hills countryside setting. It offers many services including mini golf, softball, tennis, horse shoes, covered eating areas and plenty of parking. In addition, seeing the words, “Home of the Stress Free Event”, on the internet caught Exec's eyes, sealed the deal and the planning begun.

In true fanatic fashion, John and Charlene Truban pulled together the most fun-filled Concours of the season. With such awards as “Porsche Most Loved by Bugs, Birds and Rocks” (won by Brian Walsh), “Porsche Most Likely to Have Ferdinand Rolling Over

in His Grave” (won by Ken Harwood) and “Porsche Most Likely to be Chosen Over the Spouse” (won by John Klish – or did his wife, Susan, actually win it???), the crowd was roaring with laughter after each announcement. All of the winners, noted below, left with smiles on their faces, as well as framed commemorative awards to display proudly on their mantels.

Potomac also took the opportunity to invite our PCA Chesapeake members to the picnic and we had a dozen or so attend. Also in attendance were the Program Chairs from each of the groups that run PCA Potomac's events, as well as many PCA members happy to socialize with both new and old friends.

Highlights of the Program Chairs' announcements included Michael Kaunitz and Jim Musgrave from Autocross talking about the remaining competitions at Bowie Baysox stadium and the success they had at their new venue at RFK Stadium; John Truban from Concours speaking of the October European Festival in Clark County; Ken Harwood from Drive & Dine promoting the Morais Vineyards & Winery event in November; and Dirk Dekker from the Drivers' Education Program giving a rundown on the success of the 2016 season.

After all of the business was taken care of, the picnic guests enjoyed traditional barbecue food and recreational activities galore, including a very heated horse-shoe match by our members!

## Award Winners

*Most likely to be stolen by the Judges:*  
Dirk Dekker, 1988  
911 Targa

*High school picture award; Most Photogenic Porsche:*  
Harleigh Ewell,  
Blue Cayman R

*Interior that most closely resembles Grandma's sofa:*  
Ken Larson, 1988  
Carrera





*Car most likely to be chosen over the spouse:* John Klish, 2014 Gulf Orange 911S Cabriolet

*Car most likely to have appeared on Miami Vice with a gold-chain wearing drug dealer:* Marshall Mendell, 1978 930

*Porsche most likely to have Ferdinand rolling in his grave:* Ken Harwood, 2005 Cayenne

*"I'm taking this to my grave" – Longest-owned Porsche:* Bruce Bade, 1958A Coupe, owned since 1967

*Porsche most loved by bugs, birds and rocks:* Brian Walsh, 2012 Carrera S

*I-495 Award for the Most Impractical Commuter Car:* Ed Hahn GT4 Manual

*Better than a 401K Award fro Financial Foresight Excellence:* Ellen Beck, 356 Coupe, owned since 1981

**BEST OF SHOW:** Alan Friedman, 1970 911T



*Below: Ed Hahn receives the award for most impractical commuter car. Annabelle Anvi, Lara, Jim, Ken D'Angelo, and Gary Baker together. And Mike Kautitz, Brian Walsh, and David Dean pose for a photo.*



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# Ringside With The Boxers

Story by Tom  
Neel

After virtually every kind of internal combustion engine configuration thought of, designed and manufactured, one engine has yet to hit the mat, but stands in fair rarity among its V configured siblings. That engine is the BOXER [not Boxster] and only a couple of automobile manufactures, one prominent motorcycle company and a good handful of aviation engine producers, still use it. Gone are the plentiful VW Beetles, the Alfas and others.

Karl Benz, was granted a patent in 1896 for his flat crank engine with each connecting rod with its own crank journal and with each set of horizontally opposing pistons coming in like boxers. With their advantages of low center of gravity and rotational balance, along with some air-cooling and increased visibility over the engine in aircraft applications, Boxers do have their disadvantages too. So it seems they are quite possibly still around largely by tradition as much as anything. It certainly seems the case with Porsche as it's the only performance manufacture that has stuck with the fight.

What fascinates me about the three most widely known true Boxer engines vehicles around today, Porsche sport cars, all Suburu and the most popular BMW Motorrad or motorcycles, is the head scratching inconsistencies of the use of this engine configuration overall. I make these observations. Porsche fans got all twisted in their nickers when water-cooled and now turbo versions of their beloved Boxer engine appeared. But as someone who has owned many Suburu Outbacks, which are all Boxers, I ask, did they get all bent out of shape when Cayannes and now Macans were introduced without Porsche's signature power plant? Ah, no, it seems not. Suburu would have never done such a thing and in fact, every car, SUV and alike comes only with a four or six cylinder Boxer engine. Just imagine if Porsche went in this direction.

Beyond the obvious platform and engine sharing between Porsche, Audi and their parent company VW, I truly ask myself, was a Boxer engine ever considered and why can't I have a Macan with a 911 engine in it? In that regard, my Outback seems a bit more Porsche-like. If Porsche did offer even a 350 hp Boxer or its new 370 hp Turbo variant, I would be all over it. Because when I think of Porsche, I just so fairly think of its signature Boxer engine. If it doesn't have one, I feel it's less authentic, even though their SUV's are both amazingly good vehicles. Based on their price tags though, I feel justified in wanting a 911 engine, even if it's out front. Silly me. Just think of the outrage though if they dropped a V6 in the back of their sports cars! Oh the horror!

In a spin of thought with respect to BMW motorcycles, they too are known for Boxer engines and yet only in their motorcycles, not their automobiles. Go figure, they leave that all to Porsche? They, BMW, started as aviation engine makers and so the Boxer configuration makes sense. BMW Motorrad has also offered some mighty inline fours across several other models for years now, but if they ever dropped their Boxer engine they would quite literally punch themselves out! That Boxer went from being a simplistic air-cooled engine to today being a complex fuel injected, water cooled and absolutely loved two cylinder engine. I have a buddy who has now logged nearly a half million miles on just two air cooled BMW Boxers and wouldn't have it any other way. The diehards that think BMW motorcycles, think Boxer!

Here's another head scratcher. Being a motorcyclist myself for 45 years, I ask why and the heck hasn't Porsche given it's Bavarian brother down the road a run for its money by producing a two cylinder Boxer motorcycle of its own? Maybe starting with a 911cc displacement, light and beautiful. My check would be written with lightning speed. This is sort of like the confusion I had when Honda was powering the dominant McLaren F1 cars of the 80's and had no real performance related car on its showroom floors to sell on Monday after the endless wins they had on Sunday! It just seems a no brainer. BMW Motorrad has basically no real competition in this area and they enthusiastically sell a ton of Boxer bikes worldwide each year.

I must admit I think Suburu is missing the Boxer boat a bit too! This is a manufacture that has 100% embraced the Boxer configuration and all wheel drive. Okay, so I know most customers walk into their showroom looking for a great value, adventure, safety, and alike. Performance is nowhere near the top of the list. Yet this is a company with a rich World Rally history. Trust too, their 300 hp STI, WRX Boxer offerings, can be way more potent than that. 400hp is within easy reach. So I ask myself, why have they not built an Outback Boxer 6 "STI" pumping out 400 hp? They would sell plenty enough to make it worth their while. But nope, a 3.6 with 256 HP and 247 torque is it. Go figure.

In the end, Porsche in some respects may have missed the mark on marketing its rich Boxer engine tradition. It would be so nice to have a fist full of Porsche Boxers in the garage, all duking it out going toe to toe in the ring for my attention! I'm sure they have their valid reasons, but a guy can still dream.



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# Drive and Dine

*Photos by Glenn  
Havinoviski*

Some pics from last Saturday's drive-and-dine to the Family Drive-in in Stephens City. A highlight of the trip was a stop at the Ashby Inn in Paris, VA for a drink and some appetizers (oysters, cheese, charcuterie). Pic of John and Rose Eberhardt.





## September 2016 new Potomac members

### New Members

Christopher Allen - 2008 911 Carrera S Coupe - from Broadlands

Babak Barakat - 2011 911 Carrera S - from Tysons - transfer from First Settlers

Robert Borden - 2016 Boxster Spyder - from McLean

Michael Cannillo - 2983 911 SC - from Arlington - transfer from Metro NY

Christopher Cole - 1975 911S Coupe - from Vienna

Daniel Couttolenc - 2002 911 Carrera - from Reston - transfer from San Diego

Joseph Cudby - 2007 Cayman S - from Cabin John

Rama Deva - 2017 Macan S - from Potomac

Ed Fuh - 2016 Cayman GTS coupe - from Reston

Robert Hand - 2011 911 Carrera GTS Coupe - from Gore

Nick Hodges - 2005 911 Carrera Cabriolet - from Vienna

Arne Hoel - 2012 Boxster - from McLean

Daniel Horton - 2013 911 Carrera 4S - from Vienna - transfer from elsewhere

Ben McClamrock - 1992 968 Coupe - from Washington

Curtis Morehead - 2017 718 Boxster S - from Alexandria

Robert Plesnarski - 1995 911 Carrera Coupe - from Washington

Mark Poulsen - 2007 Cayman - from Lorton

Jose Ramirez - 2014 Boxster - from Potomac

Jamie Reed - 2016 Cayenne S E-Hybrid - from Falls Church

Alex Rhodes - 2000 Boxster - from Ft. Belvoir - transfer from Ocmulgee

Kurt Rosell - 2008 911 Turbo Cabriolet - from Arlington

T Christopher Roth - 1998 911 Carrera - from McLean

Charlene Rusnak - 2011 Boxster - from Virginia Beach - transfer from First Settlers

Harry Schiller - 2000 Boxster - from Montgomery Village

Marc Zaslow - 2015 911 Turbo Coupe - from Finksburg

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## October 2016 Potomac anniversaries

### Anniversaries

#### 45 Years

Patrick Buford & Kathleen Hurney  
Harleigh & Kathleen Ewell

#### 40 Years

Gerhard Dreio

#### 35 Years

Larry Johnson & Liz Rogers  
Carroll & Barbara Kisser

#### 30 Years

John & Susan Durr

#### 25 Years

Kermit & Janet Kidwell  
Howard Kympton & Mariana Nork-  
Kympton  
Yong & Yong Oh  
Robert & Robert Waldschmitt

#### 20 Years

Craig & Laura Schuck  
David & Carol Shivers  
Douglas Svitchan & Benita Bottom-  
Svitchan

#### 15 Years

Michael Reamy & Andres Tremols  
Eric & Janine Wohlrab

#### 10 Years

Andrew Creane  
Glenn & Renee Druckenbrod  
Fritz & Camille Finley  
Greg Jilek & Hilary Ginter  
Ronald & Peggy LaMascus  
Eric & Michelle Runnerstrom  
Douglas & Michael Joseph Tavenner  
Michael & Rhonda Wade

#### 5 Years

Feridun & Yoko Albayrak  
Irfan & Annabelle Alvi  
Benjamin Bennett & Caroline Bauer  
Mihnea Birisan & Cecilia Esteban  
Scott Brideau & Carol Rickard-Brideau  
Jeffrey Cheng  
Ion Cotanis  
Bowie & Allison Lurton  
Michael Lyle  
Mark & Nancy McMahon  
Raliegh Neal  
Stephen Rosenman  
Gregory & Tammy Schirf  
Gregory & Chesley Simpson  
Alex Wiederhorn



## Contribute to der Vorgänger

### Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

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

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

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

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

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

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

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# Readers and Their Cars

*Right: Karen and Al Northrop at the annual picnic. Photo by Mia Walsh.*

*Below: Mike and Dawn Smalley. Photo by Mia Walsh.*







*Left: Gary Baker and Ken D'Angelo at the annual picnic. Photo by Mia Walsh.*

*Below: Alan Friedman is congratulated by Fred Pfeiffer at the awards dinner. Photo by Ken Hills.*







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*On the track at Summit Point for the Club Race weekend. Photo by Ken Hills.*

