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Cover photo: Porsche 356's
lined the field at the Bavarian
Inn in Shepherdstown, WV.
Photo by Charlene Truban.



der Vorgänger

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of the Founders' Region, Potomac,
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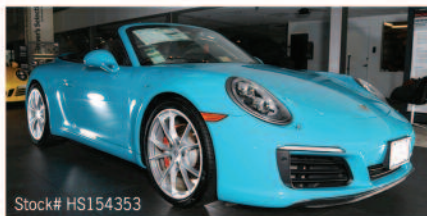
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Kindred Spirits

Webster's New College Dictionary defines a kindred spirit as an "individual with the same beliefs, attitudes or feelings as oneself."

Almost every day I pass Porsches on the road. I generally will wave or flash my headlamps or nod – something to acknowledge a shared interest. Maybe half the time the other driver responds in kind. Since I last wrote on this seeming lack of comradery I have been trying to discern a pattern. For about a year I thought it was only drivers of Porsche sports cars who responded while our four door compatriots seemed oblivious.

Anecdotally and experientially, that now seems incorrect which makes sense – you have to figure that most SUV and sedan purchasers made their choices to a large degree because it was a Porsche. If they were attracted to the brand it had to be, at least initially, because of the sports cars. So they aren't ignoring me because they don't recognize a 911.

I think it's because they don't belong to PCA. If you are a member of Potomac PCA and are aware of dV and even just annually



Glenn Cowan



Michael Sherman

attend one of the myriad events Potomac organizes, you are probably going to acknowledge this stranger in "your" car waving at you. Unfortunately, I can't tell empirically because not that many Potomac members have MD or VA PCA tags or have PCA window stickers.

We need to overcome this affinity gap by showing our PCA Potomac colors and giving a virtual "hello" to fellow members. This will have the added benefit of showing the driving public that Porsche owners drive responsibly. Non-member Porsche owners may even be encouraged to join

I'm also hoping that if we proudly display our PCA membership we will start waving at each other on the road as a way of reinforcing all the good times to be had in a Porsche. So please wave or flash your headlamps the next time you go by - I'll be looking for you!



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Addictive

We sometimes joke among ourselves – or laughingly tell the new participant at an event – that our Porsche hobby is addictive. With some of us, there's way too much truth in that statement. According to Webster, being addicted is "strongly inclined or compelled to do, use, or indulge in something repeatedly"; time for a review of my last month to see where I stand.

The first weekend in September I was off to Virginia International Raceway for our Labor Day Driver's Education event. Despite losing several run sessions to rainy weather, VIR was just what I needed to satisfy my need for my Porsche and my PCA friends. The time on track was great, both for me and for my student who progressed nicely over the course of the weekend. The social gatherings and dinners each evening with various groups of friends were great ways to finish up the day.

The following Saturday had me getting up early for the drive to Summit Point for our fall High Performance Driving Clinic. I'm not much of a morning person; and getting some extra sleep is what the weekend is made for. Is it a sign of addiction when you change your behavior to satisfy your need for an activity? In any case it was a great day at the track. Beautiful weather, the joy and satisfaction of working with a student new to high performance driving, and a rewarding day working with one of our instructor candidates.

The next weekend was a rare weekend where my "need" for a

PCA activity was outweighed by my guilt over the chores and projects that needed to be done at home. We had friends (I admit it - we met through PCA) coming for dinner Saturday evening – so I suffered some withdrawal – and did not join the members who headed to the Bavarian Inn for the Gathering of the Faithful. Instead I enjoyed some quality time with my mower and string trimmer trying to tame my yard. Dinner and conversation was wonderful – and for the most part – we managed to avoid "car talk". I will admit to a slight relapse on Sunday when I spent a few hours getting organized for our upcoming Club Race.

Club Race was certainly a time of all things Porsche and PCA. My weekend started on Thursday with the Test and Tune that Summit Point held prior to our race weekend. That started four days of practice, racing, and socializing. It's hard to explain to people who don't race the "rush" of a race. The adrenaline that comes with a race start; the exhaustion that comes when you literally spend the entire race chasing down the car in front of you – or staying in front of the car that's on your bumper trying to get past you. Talking about your race is almost as important as driving it, and the evening social hours and dinners provided the opportunity to relive your glory (or agony).

So based on the evidence, I'm pretty sure I'm addicted to PCA. I like to think it's a positive addiction. Come out and join us for an event and if you're not already, we'll see if we can't get you hooked.



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Photograph by Ken Hills - PCA Potomac Club Race 2015

Potomac's calendar

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



November

- 4-5 Potomac's last DE of the season, Summit Main.
- 4 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 5 Potomac's Fall Foliage Drive and Dine.
- 12 Potomac Autocross #7, Baysox Stadium, 7am – 2:30pm.
- 18 Potomac's Morais Winery Autumn Event Drive & Dine, 9am – 1pm.
- 18 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.

December

- 2 Open Board Meeting & Elections; Chair Luncheon.
- 2 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 16 Potomac's Holiday Party. Clyde's, Chevy Chase, MD.
- 16 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Fairfax, VA

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

Bethesda, MD

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

Potomac Monthly Brunches

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

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

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





Hosting Our Club Race: An Enduro With a Sprint Finish

*Story by
Kenneth D'Angelo, Club Race
Chair.*

*Above: From left
to right: Dirk
Dekker
Gary Baker
Ken D'Angelo
Scott Bresnahan
Michael Kaunitz
Mark Hillyer
Chip Taylor
Otto Burgess
Tim Kerns
Tessa Hall
Pat Kaunitz
Mia Walsh*

Running PCA-Potomac's Club Race takes an enormous amount of planning, coordination and volunteerism that begins the day after the previous year's event. Even with twelve months to prepare, a sizable budget and sixteen person Club Race Committee, this past year was no exception. Despite all of the advance preparation it was still a mad dash for the finish line.

Immediately following last year's Club Race event, we began planning to host the 2017 races by surveying all of the racers and volunteers who had just attended the 2016 event. We asked them a series of questions about their experiences at the event including what they liked most about it and what changes they would like to see. We received approximately ninety responses from this survey and the information it provided proved to be a valuable tool for our planning efforts. We also talked to everyone who worked on the event in order to gain even more individual insight and to see if they would be willing to help us out again in 2017.

In March of this year the 2017 Club Race Committee held its first planning meeting for the September event. We met in Tyson's Corner, Virginia and spent the better part of three hours dividing up areas of responsibility; poring over the responses from the 2016 event surveys; and discussing many new ideas. We made a list of things we wanted to try to do differently this year, as well as agreed on the things that we wanted to keep the same.

The first area we focused on improving was our sponsorship program. We built a new, tiered sponsorship program for Club Race, one where our sponsors would receive exposure before and during the event that was in proportion to the amount of investment they made. We also wanted to make sure that there were sponsorship opportunities for smaller businesses built into the program to encourage broader participation. We then created a new Facebook Group page for the race that would allow us to generate interest and excitement, keep people informed about the program, and provide an additional avenue to promote

the services of our event sponsors.

Our Club Races are usually held in late September every year, the peak of wedding and outdoor party season. For this reason a lot of the equipment we need for our event has to be ordered well in advance. Our needs are diverse and range from the tents, tables and the chairs that are needed for the two social events; to golf carts that our committee and the National team, and fifty portable radios that are used to run the races. We also have to decide which food caterers we wanted to use at this time so that we may begin working with them on the dinner menus.

Now comes the fun part. In May we needed to decide what to name our event, so that we could start working with a graphics designer on a logo and all the advertising and printed items. Branding the event makes it more identifiable and thus, easier for us to promote. We came up with name The 2017 "Rock The Summit" Club Race, but because the PCA Club Race program is run by PCA National and not each region, these items needed to be reviewed and approved by PCA National's Club Race staff before any of it could be used.

Once the event's name, logo and ad were approved, advertising began. We posted ads in *Der Vorgänger* and in National's Club Race magazine, as well as on our region's website and our Facebook page. We also chose the tee-shirts and giveaway items that our racers and the volunteers would eventually receive as gifts at our event and began creating a more accurate map of the Summit Point's paddock so that we could manage paddock parking more efficiently. This process began with us taking the measurements of the paddock area using a rolling tape measure, and then entering the figures into a Computer-aided Design (CAD) program. The result was a scale map we could use to accurately record the paddock parking reservations that are made once registration opened.

In June we applied for our event's insurance policy and made sure that we have coverage by Emergency Vehicle services (EV), and Emergency Medical Services (EMS) at the track for all three days of the event. We also had to name our event's official physician who ensures that PCA's strict emergency medical requirements are met, to include obtaining the contact information for the nearest hospital and medevac helicopter services, should they be required in an emergency.

Three months before race day several of us on the committee had our first telephone conference with the two PCA National stewards that were assigned to our event. During this phone call we reviewed the proposed race schedule and numerous other safety-related considerations. The following week our committee members met for a second planning meeting, this time at Summit Point Motorsports Park. During this meeting we reviewed our progress on all aspects

of the event and hammered out a few more logistics for key aspects of the race.

In early August just seven weeks before the event, we received authorization from PCA National to open registration for event volunteers. Each club race requires over one hundred volunteers to staff all of the various functions, including the corner worker stations, grid workers, emergency vehicle services, paddock management and safety, tech and scales, on-site registration for both racers and volunteers, and people to help with the happy hours and dinners. We create a listing to allow members to sign up online on Clubregistration.net and then began advertising through various channels. A week later, we received approval from National to begin registering racers for the event and this was when things really started to get busy for the committee.

In the final weeks leading up to the race, supplies for registration need to be purchased; tickets, schedules, waivers, signs and banners all need to be printed; and the content for our event's printed program needed to be collected so that the program could be designed and printed on time. We also had more than our share of questions to answer; reserved paddock spaces to manage; and last minute racer registrations and cancellations to process. In the last few days leading up to the event many of us had to handle a flurry of e-mails and phone calls each day just to get everything done.

Despite all of our committee's pre-planning, Hurricane Irma came along and caused us a bit of unexpected, last minute drama. Four days before opening day we learned that the folding chairs we had ordered as gifts for all of the participants and volunteers were sitting idle on a delivery truck somewhere in flooded Miami, Florida. Luckily the roads cleared within a day or so and we were able to receive them with hours to spare.

The 2017 "Rock The Summit" Club Race welcomed a record-setting one hundred and forty PCA Club Racers to Summit Point, twenty-seven of whom raced in the Vintage Class, setting another record for number of vintage car drivers enrolled in a PCA Club Race. We also set a new record for the amount of sponsorships we had, allowing us to do even more for everyone who attended. PCA Club members from many different regions enjoyed three beautiful autumn days filled with friendly race competition, social events and comradery. And on Sunday, once the final checkered flag was thrown and the engines were silenced for the last time, everyone loaded up and the paddock slowly emptied. The event was over. Come Monday the surveys went out and the whole process started all over again.

PCA Potomac Club Race 2017



Above: Omar Hilmi Intersport Owner and 1st place in his class. Photo by Ken Hills.

Right: Evan Close (red) and Clarke Simpson neck-in-neck for the P1 and P2 positions in their class. Photo by Ken Hills.



Below: Red GT class. Photo by Ken Hills.





Above: The Grid team - PCA volunteers manning the grid. Photo by Ken Hills.



Left: Vintage 911s. Photo by Ken Hills.

Below left: 2nd place Enduro winners Phil Tupper and Mia Walsh in the GTB1 class. Photo by Brian Walsh.



Below right: In the paddock. Photo by Eric Trexler.



Porsche Keeps Cool Deep in the Heat of Texas

Story by
Sydney Butler.
Photos by
Shane Butler.

I wanted to see/hear the 919 Hybrids during their last stint ever on a U.S. track, but wasn't keen to get barbecued by the Texas sun. While Houston was flooding, Austin was baking. The Circuit of the Americas (COTA) was forecasting relentless 100+ heat for all six hours of Round 6 of the World Endurance Championship. Country music, boot-scoot'in nights and howling prototypes just weren't enough to convince me to tap the 'buy now' button on the Southwest Airlines Web site.

Then a refreshing breeze blew northward from Atlanta. Porsche Cars North America announced a Hospitality Package that appealed to me like frosty beer after a workout. Tickets to both race days, paddock passes, breakfast/lunch/dinner, driver interviews, goodie bags--all offered in a spacious air-conditioned suite just over the Porsche pits. Not cheap, but enticing enough for me to tap that buy now button quicker than a rattlesnake strike. To Hell with sunstroke and buyer's remorse, my son Shane and I were headed for cactus country.

Despite its heat, Austin is known as a "cool" spot.

Music festivals, two-steppin' dance halls and 100,000 college students keep the mood quirky and casual. But I didn't realize how cool until the hotel valet gave me a beer at the front desk. The perfect gift to settle us in early for next morning's 8AM events at the Circuit.

COTA is a big-time venue about 20 miles from downtown, sprawling in scrubby terrain only a buzzard would like. It hosts everything from a Taylor Swift concert to a Formula 1 race. The track is 3.4 miles long, with enough straights and corners to pass for a giant, crumpled coat hanger. That contorted configuration dares a 919 driver to blast out of a 30 degree/40mph corner, reach 200 mph along the back straight, then scrub off 100mph as he brakes for the next 90 degree turn. (Put on your long underwear, wait for a torrid August day, then try that on I-495 for six straight hours).

The Hospitality Suite, just atop the Porsche garages and pit lanes, is a finely appointed. A full bar runs along one wall, a buffet spreads out on another. Insu-



lated glass windows and doors overlook the pits and track finish line. Black leather Lazy Boy type chairs sit in rows in front of large video screens—one screen for the overall race, one for the onboard cameras in each 919. The Porsche brand appears throughout, on our goodie bags, impeccable shirts worn by PCNA representatives, and espresso cups on sleek aluminum tables. Cool stuff, all bathed in beloved air-conditioning.

Porsche Racing brought its big guns to town. The 919 Hybrids, with 900 HP propelling a chassis weighing 1900 lbs. (1000 lbs. less than a Boxster), had won LeMans three straight times, captured two Manufacturers' titles, and had defeated Toyota rather comfortably in the prior WEC race in Mexico. The 550 HP RSRs threatened the Ferraris, Fords and Astons in GTE/Pro. Tot'n these firearms were no fewer than 8 factory gunslingers, eager for a showdown in the Texas heat. These professionals would benefit from

typical Porsche preparation, including cockpit air conditioning, which gave up horsepower but preserved driver comfort and focus.

But Toyota had aces up its sleeve, and had qualified worryingly close to the big hybrids in LMP1. Ferraris buried the RSRs in GTE/Pro qualifying. Confidence wavered in the Porsche pits and Hospitality Suite. Everyone was mumbling about being surprised by Toyota and worried about the RSRs. The laurels Porsche rested on dried to brittle twigs. This was going to be a tense six hours, demanding strategy, skill, determination and luck. Time for cool heads in hot situations—time for Porsche to execute.

The six-hour fight started at high noon on Saturday. The engines' howls, at first indistinguishable in the din, eventually became recognizable for each car—the roaring blast of the hybrids, the heavy V8 rumble of the Astons, the searing scream of the RSRs. Stepping

outside the insulated glass of the Hospitality Suite was like removing your earplugs at a Rolling Stones concert. Heaven for race nuts, Hell for most anyone else.

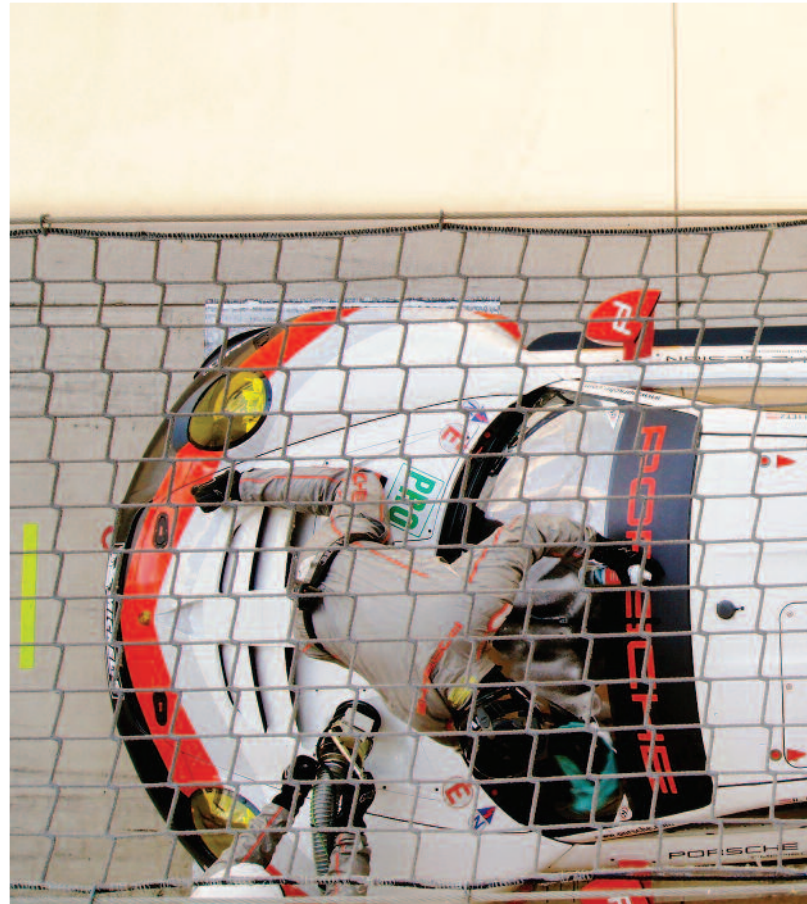
The mood in the Hospitality Suite had a “Mission Control” feel about it. Calm on one hand, tense on the other. Monitors recorded position changes in hundredths of a second. TV screens were whirls of cars passing and avoiding each other. Suite guests, so confident before the race, were now enduring the drama and anxiety of six hours they were helpless to control. Who was ahead? When would Porsche pit for tires? Could a leading Toyota be caught? As Aston and Ford faltered, could an RSR win? And always, would the 100+ degree heat destroy man and machine?

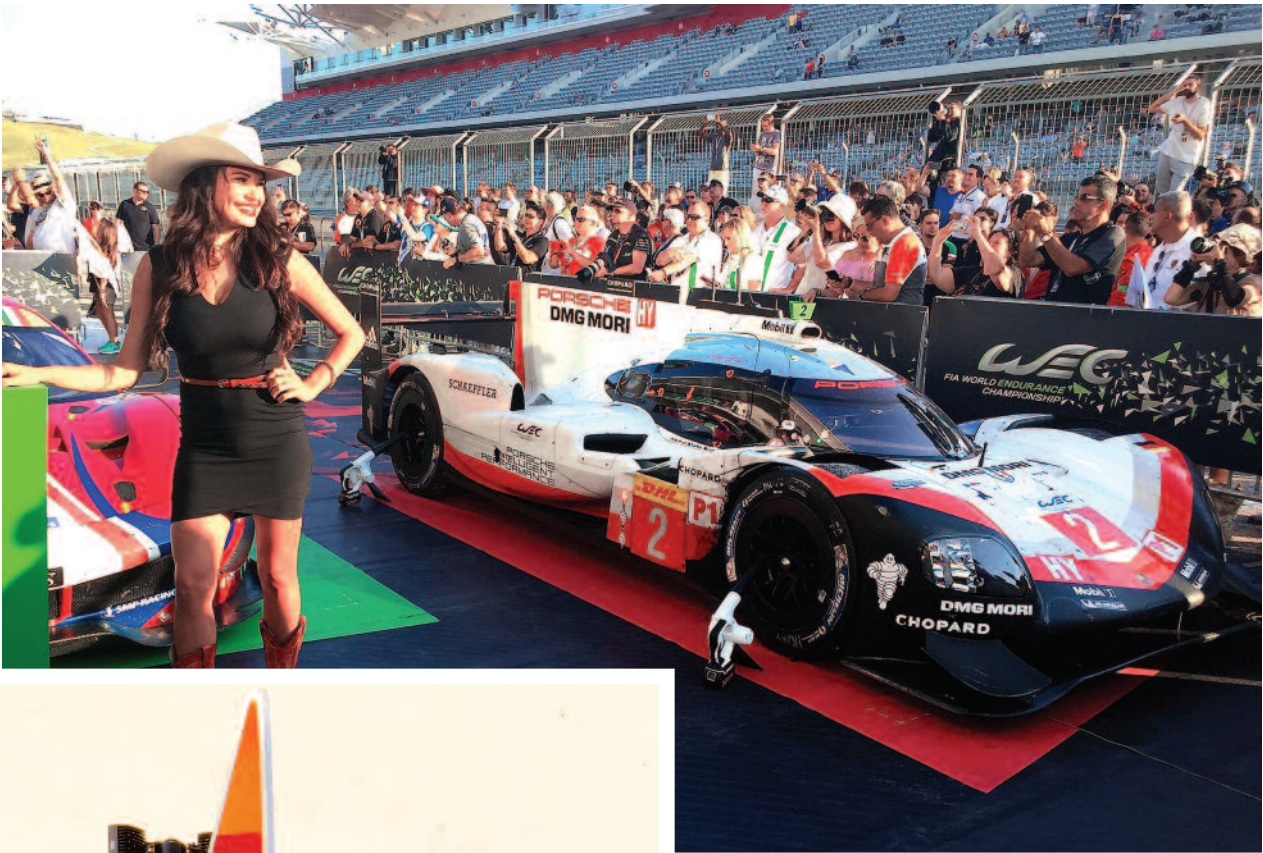
In the end, minds, men, machines and the heat would cool down. The 919s would finish 1-2; an RSR would finish second in GTE/Pro. Drivers, who had graciously given interviews in the Suite during

the race, would remove helmets, don caps, raise trophies and bathe in cold champagne spray. My son and I would smile, hug and celebrate that rarest of moments when father and son exchange pure joy and pride. I think we even shouted, “That was so cool!”

As I pen this article days later, I am again grateful for having experienced Porsche racing, hospitality and ownership for over fifty years. Daytona, Sebring, Atlanta, Watkins Glen, VIR and so many others for races. Countless miles of highways and back roads with my wife and daughters. Camp 4 in icy Finland with my oldest son, now broiling Texas with my youngest. Since Ferdinand Porsche crafted a sports car in a mountain cabin, his company has designed, prepared, raced, endured and improved machines that give incomparable pleasure to fans, drivers, fathers, sons and families worldwide.

No matter where, or under what conditions, that's really cool.







Lone Star Le mans at COTA: cars, racing, heat and great hospitality!

Story and photos by Hank Allen

We arrived in Austin on 13 September after a fun drive from Alexandria. On Wednesday we enjoyed a great day visiting with friends, culminating at a great watering hole called ABGB (Austin Beer Garden Brewing Company). Later in the week we would have the pleasure of barbecue at the Salt Lick and chicken fried steak at Threadgill's, the Austin home of Country, Blues, and Rock 'n Roll. The people in Austin and at the track made our stay very enjoyable.

Porsche Corral and Porscheplatz

On Thursday we went to the Circuit of the Americas (COTA) and found our way to the Porsche Corral. As always it was well organized by PCA Porscheplatz Coordinator Tuffy von Briesen and Zone 5 Representative Lynn Friedman. It was a pleasure seeing Tuffy. His time in Austin certainly appears to be agreeing with him. We spent the day watching various practice sessions and getting acquainted with the venues. The serious business would begin the next day. On Friday we checked-in to the COTA Experience Lounge and took in the view from the paddock building overlooking pit lane. This air-conditioned refuge would be

quite welcome in the 105 degree heat. We walked over to the Porscheplatz to determine their schedule. We made the open grid walk and watched the Continental Tire Race.

Continental Tire SportsCar Championship Grand Sport and Street Tuner Race

The race was dominated and won by the #15 Multimatic Motorsports Ford Shelby GT350R-C of Billy Johnson and Scott Maxwell. The pair led 55 of 58, finishing ahead of Trent Hindman and Cameron Casse's #12 Boodymotion Racing Porsche Cayman GT4 Clubsport. CJ Wilson Racing drivers Marc Miller and Danny Burkett, in the #33 Porsche Cayman GT4 Clubsport, were the toughest challengers for the lead Ford. They were in second place for much of the race but a broken suspension part with 20 minutes remaining caused them to retire. The #76 Ford Shelby GT350R-C rounded out the podium. The Street Tuner Class was won by Eric Foss and Jeff Mosing in the #56 Murillo Racing/Mosing Motorcars Porsche Cayman. They remain in the hunt for the championship.

A great week filled with:

- Practice and qualifying in all the classes
- Porsche GT3 Cup Races
- Lamborghini Trofeo Races
- Continental Tire SportsCar Championship Grand Sport (GS) and Street Tuner (ST) Race
- International Motor Sports Association (IMSA) WeatherTech SportsCar Championship Race
- World Endurance Championship (WEC) in LMP1, LMP2, GTE Pro and Am Race

After the race we attended the WEC GTE Drivers Presentation at the Porscheplatz. Michael Christensen, Richard Lietz, David Heinemeier Hansson, Kevin Estre and Wolf Henzler spoke about the challenges of the race under the heat and track conditions and answered fan questions. They were asked in several different ways about the design of the new 911 RSR. Although the factory drivers had tested the car at Paul Ricard, their answer was clear "It will be made in Weissach". Since they would not race until the Saturday they had time to hydrate! Later in the day IMSA and WEC qualifying took place. Just before the track closed, we took one night-time parade lap of the track. It was interesting to visualize what the WEC drivers would experience during their night driving.

IMSA and WEC Race Day

Our day started very early Saturday, we had to arrive at the track at 7AM to sign up for the IMSA sponsored laps around COTA. After muffins and coffee, we received the safety briefing from IMSA Representatives Diezel and Tiffany Lodder. At 930 we lined up and 100 Porsches headed for Tunnel 2 and the Turn 5 entrance. IMSA control allowed us four laps at increasing speed. On lap three, while following the line traced by the tires of several races I managed to take the line over the "extra curbs" that are designed to force drivers to abide by track limits. Several faster WEC lap times were cancelled due to track limit violations. IMSA was more lenient. Both Porsche 911 RSRs in GTLM drove straight over the large extra curbs on turns 9 and 19. Having done so during a fast lap, that severely shook our 911, it is a testament to the durability of the RSRs who did it lap after lap.

WEC LMP1 Drivers Presentation

Timo Bernhard, Brendon Hartley, Mark Webber, Neel Jani, Marc Lieb and Romain Dumas came to the 120 degree Porscheplatz tent a couple of hours prior to the start of their race. Someone asked how they usually prepare for the race: Webber jokingly shot back, "by hydrating and staying cool." They discussed their strategy to have #1 attack the Audis and keep #2 in a steady drive to ensure maximum points. As it turned out the race played out according to plan. Although #2 Hybrid would have preferred to have a bit more pace. The drivers left the tent through a gauntlet of autograph seekers and cheers.

World Endurance Championship

Due to errors by the faster Audi R18 e-tron Quattro, the reliable #1 Porsche 919 Hybrid team won a second consecutive World Endurance Championship WEC victory at the Circuit of the Americas (COTA) in Austin, Texas.

The winning car finished 23 seconds ahead of the Lucas di Grassi, Loic Duval and Oliver Jarvis driven #8 Audi. The #2 Porsche 919 Hybrid of Romain Dumas, Marc Lieb and Neel Jani, lacked the pace of the #1 Hybrid and Audis, finished fourth. However their respective positions allowed that team to main-

tain a lead in the championship. The early high-temperatures of the day into night race suited the R18 e-tron Quattro. However both Audis were victim of a series of problems that allowed the Porsche team to claim victory.

At the three-hour mark of the race, Loic Duval suffered an electrical shutdown that cost him nearly a minute. It lost additional time when it pitted under green flag conditions while the #1 Porsche was fortunate to make its pit stop during a full-course yellow. The car was further delayed when it came back in under green to re-close a door while it was quickly closing the gap. Andre Treluyer piloting the #7 Audi was gaining on eventual winner Timo Bernhard. It lost its lead over the #1 Porsche as darkness descended on COTA. It too, entered the pit under green due to contact with a slower Ford GT in the downhill to Turn 18. The Audi hit a barrier and, after repairs he and teammates Marcel Fassler and Benoit Treluyer finished sixth.

The Head of Audi Motorsport, Doctor Wolfgang Ullrich has led his team to thirteen wins at Le Mans. He was taking a break in the paddock as the fireworks illuminated the night sky. He looked as stoic as he always does on television. However, he was surely disappointed that for two races in a row the Audis were quicker and yet lost the race due to avoidable mistakes. That's racing.

The #6 Toyota TS050 Hybrid driven by Kamui Kobayashi, Stephane Sarrazin and Mike Conway took third position, just two seconds behind the #8 Audi. The #6 Toyota TS050 Hybrid was competitive with the Porsche, if not the Audi, and two double stints on their tires gave Sarrazin the possibility of a victory. The #5 Toyota took fifth due to technical problems with its turbocharger. LMP2 points leaders Nicolas Lapierre, Stephane Richelmi and Gustavo Menezes dominated LMP2 with the #36 Signatech Alpine. Their Alpine A460-Nissan finished a lap ahead of its nearest rival in class. Grand Touring Endurance (GTE) Pro was won by #95 Aston Martin Racing. The lone #77 Dempsey-Proton Porsche 911 RSR (2016) driven by Richard Lietz and Michael Christensen could only manage a sixth (last) place finish. The #98 Aston Martin Vantage won GTE Am with a little over a minute led over the #78 Proton-run KCMG Porsche 911 GT3 R of Wolf Henzler, Joel Camathias and Christian Ried. Fortunately, Porsche 911s fared much better during the International Motor Sports Association (IMSA) WeatherTech SportsCar Championship (WSC) race.



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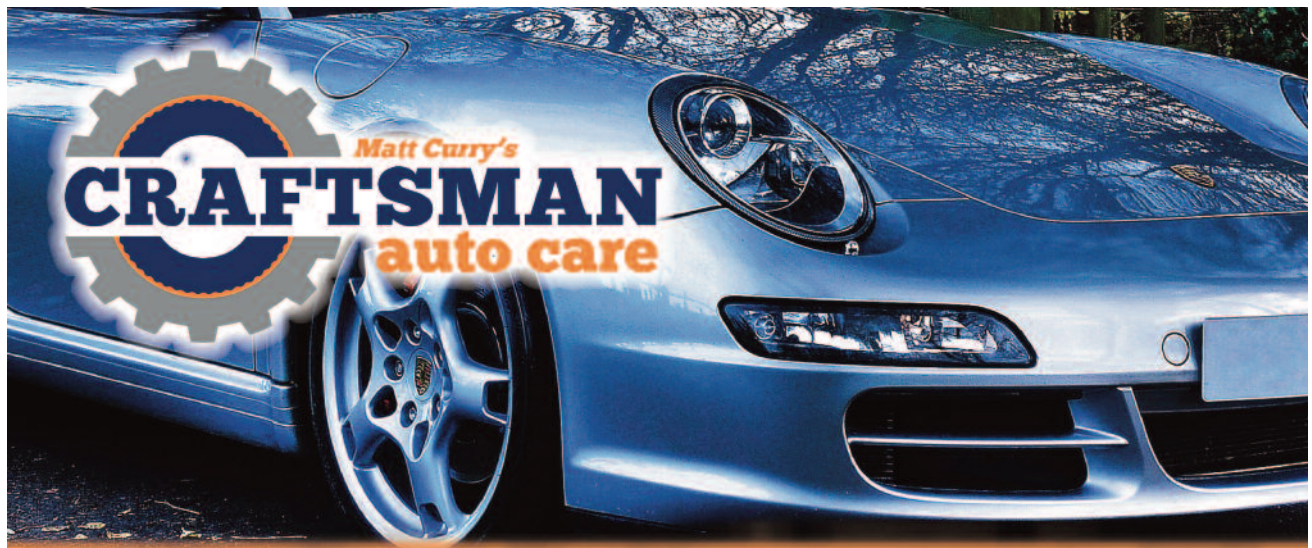
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Top Down and Rolling Hills Abound!

Have you ever woken up on a Sunday morning, looked outside at the blue sky and decide to blow off the long list of to-do items to just take a drive in the country? That is exactly what happened on October 1st!

Well, not exactly, really. I had to be at an Open Board meeting for PCA Potomac and participate in the picnic at Circle D Farm afterwards, but I did manage to neglect a long list of items to do back at home.

And I was so happy I did.

I gave my husband the keys to my 2015 Boxster S, sat back and relaxed as we drove through horse country, felt the fall breeze with the top down and listened to the engine roar. Downshifting in Sport mode, the throttle matching sounds filled the background noise with VROOOM and put a giant smile on my face. Driving that car is so much fun – but as a passenger, I was able to have extra-long gazes at the pastures, barns, horses and cows and not worry about the next turn; which is equally as fun. Almost.

Family-owned Circle D Farm was chosen as the home of the “stress-free company picnic”, as they provide all the grilling, games, table-wear and drinks for the event. In order to welcome new members into our club, we combined the picnic, Open Board Meeting and a New Member welcome all into the same event. At the picnic, over 75 people were in attendance, including 22 first-time registrants to a PCA Potomac event. All participants were offered door prizes and many lucky raffle winners went home with Porsche Club swag to add to their collections.

President, David Dean, promptly started the Open Board meeting



and covered topics such as our very successful 2017 Club Race, updating the By-Laws of the Club and discussing charity organizations for our community service efforts. Treasurer, Michael Handelman, gave the financial update of the Club, including details comparing to 2016. Many program chairs were in attendance and gave the synopsis for their programs and a rundown of the slew of upcoming events, like the November 18th Drive and Dine event to Morais Winery and the December 16th Holiday Social at Clyde's in Chevy Chase.

Post-meeting, members socialized by playing miniature golf, tossing horse-shoes, strolling the farm, and looking at the cars, of course. A gorgeous Porsche 718 Boxster caught my eye and I thank the heavens above that the Porsche design engineers have the skillset to put so much beauty into the body of this new model. The engine, with 300 horsepower and a top “track” speed at 170 mph, makes this beauty a real beast!

Driving back to Baltimore afterwards, my husband put the Boxster S in sport mode, taking the long way back to our home and the reality of the “long list” to be accomplished upon our arrival. Thankfully, the visions of that 718 Boxster were still dancing in my head.



Story and photos by Mia Walsh.

Above: L to R: Barbara Azzinaro, Lew Azzinaro, Shelley Kabran, Nancie Havinowski, Harvey Kabran, Glenn Havinowski.



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Porsche Club Display at the European Festival in Winchester

The European Festival, held in Winchester, Virginia benefitting the Valley Health Cancer Center, brought the sights and sounds of Germany, the British Isles and Italy to the Shenandoah Valley. Food, drink, vendors and entertainment were overflowing at this outdoor festival. PCA/Potomac members' cars were chosen to be the exclusive car display for the event. Many of our members answered the call and 35 Porsches were displayed on Saturday, September 30th for the European Festival.

Patrons of the event were able to see a wide range of Porsche models and trim levels, ranging from old to new. We had 356's, 911's, a 912, 928, 930's, Boxsters, Caymans, a Macan and a Panamera. Owners were happy to share information and stories with festival attendees. Every few minutes, the sound of a Porsche engine would command the attention of everyone as it parked in the display. After parking, the Porsche Club members who attended were able to enjoy a variety of food and entertainment options at each country's pavilion.

This event was an opportunity for the Porsche Club to put on a display for the crowd and help out a great cause at the same time. It was nice to see the smiles on the faces of festival attendees as they passed by the shiny Porsches. Kids pointing and adults staring as they walked the line of old and new. "I like that one", "That one is beautiful" and "You can eat off that engine" could be overheard by passersby as sounds of bagpipes, Celtic Dancing and mock sword battles enveloped the air around you. German Sausages, Cornish Pasties and Cannoli's were just a small sampling of what could be found at the event. Each country's pavilion offered a sampling of their cuisine.

The Potomac Porsche Club was proud to be a part of this show. Our members who attended offered very positive feedback and expressed that they really enjoyed this year's event. No preregistration was required and you could come and go as you wished, which they really liked. So be sure to look out for next year's information so that you can be a part of the Potomac Porsche Club's European Festival Display.

Story by John Truban. Photos by Charlene Truban.

Above left: Performers in German attire look at Ron Davis's 356 C Coupe engine.

Above right: Brian Armstrong in front of his 1990 Carrera 4 Cabriolet with daughter Ella (Right) and her friend Emma.

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2017 Gathering of the Faithful

The Bavarian Inn in Shepherdstown, West Virginia was a perfect setting for this year's Gathering of the Faithful. The Inn, located on the banks of the Potomac River, is home to the AAA Four Diamond Resort that has brought German food and atmosphere to the local area for forty years. The Porsche Club holding The Gathering of the Faithful at the German inspired resort was a natural fit.

The Gathering has always been an event designed to put the Porsche 356 in the spotlight and pay homage to Porsche's beginning. Geared as a laid back and fun event where door prizes are awarded to all attendees, this event brings much enjoyment to the year's Concours schedule. This year we not only looked for a venue that aligned with the Porsche name, but also a location that would allow owners to enjoy a nice drive in their cars to and from the event.

This year's event took place on September 16th after rain caused us to move the date back from the typical Labor Day Weekend show. From 10 am to 2 pm, the sun was bright and the weather was warm for the attendees. We had Porsches arriving as early as 9 am for the event and had roughly 35 registered Porsches and well over 40 Porsches in the parking lot. The Chesapeake Region had a "Drive and Dine" event come pay a visit to the Gathering and enjoy a nice lunch.

The event began with patrons arriving in everything from 356's to 914, 944, 911, Boxster, Cayman, Macan and Panamera. We had a variety of 356's this year with 356 A's from John Ogilvie and Richard Forbes, Pete Russell's unique Notchback B Coupe, Tom Barret and Tim Baradelli each brought a Convertible D and Ron Davis showed his C Coupe. There was Harry Ridenour's 67 911S Soft Window Targa, David Pugen's GT3, Stan Fox's 1998 C2S, Joe Howell's red 944 and Gary Sidell's strikingly blue 1975 914.

We had many colors and styles of 911's, Boxsters and Caymans that owners brought out to share in the fun.

After registering and socializing, the patrons enjoyed a nice lunch in the dining room. Dishes, such as Schweinebraten, Jaegerschnitzel, German Sausages and Beers were served by a fine wait staff. Following the meal we all returned to the tent for door prizes to be announced. Everyone is a winner!

Thanks to the generosity of Porsche of Tyson's Corner and the Porsche Owners Group, we were able to hand out some really neat items this year. We had Porsche Key Fobs, Vanity Plates, Porsche Oil Bags, Porsche Classic Parts Catalogs, Porsche Golf Balls and valve stem caps. We even had the Porsche 911 ice cube tray so that you could enjoy a drink with ice cubes shaped like the 911! We had a variety of cleaning supplies. We even gave away a rare Silver Metallic 993 GT2!!! (albeit in the form of a 1:64 scale Hot-wheels car).

This year's Gathering of the Faithful was a fun and fair weather event that brought many of our Concours regulars and a great number of new attendees together to talk, laugh and share stories about their love for all things Porsche. We hope next year that you will join us for a Gathering of the Faithful.

Story by Tom Neel.

Above: Photo by Tom Neel.

Below: Three Classic 356 Porsches. Photo by Charlene Truban.



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Throw A Wrench Into the Works!

Maybe this story could also be called the tale of two new tires. My wife Linda and I were working from home as we do, when I got the itch to go grab a quick lunch in our Porsche. The weather was beautiful and the Locke Store, a favorite deli type place to eat outside at picnic tables, was just 30 minutes away. It felt right and we were off for an out and back nibble and drive.

The Locke Store is in Millwood, Virginia. They sell gourmet items, wine and such and make delicious quick to go food that you can also sit outside and eat. That we did and it was time to head home. But instead of my usual U-turn, I decide to head up the road for a short loop to enjoy the fresh air. Slowly tooling along, no pun intended as you will see, boom! ...followed by a metallic - knick, knick, knick, knick sound!! Crap, what was that? The dash lights up with DANGER WILL ROBINSON! Tire deflation! But what is that painful knick, knick sound?

Barely going 40 mph, slowing and pulling over was not eventful, but getting out and seeing a cheap half inch wrench stuck out of my rear tire was. The open end had gone right through the side wall where the sidewall and tread meet. Luckily it hadn't done any body damage, but there went our short lunch and cha-ching \$\$\$\$!

Okay, to be fair, the Carrera's rear sneakers were down to their last few thousand pleasurable miles, making replacing just one of them out of the question, but there we were, sidelined. I called Porsche who were very helpful and I asked for the car to be towed home. Ah, sorry Mr. Neel, we pay for your car to be towed to the nearest Porsche dealer. If you want it to be towed to your home it will be an out of pocket expense. Hum, where's a spare tire when you need one? I share that home is 1/3 the distance of the nearest dealer. Sorry. Okay, it's only \$117. I'll pay it, come get me. She says, We guarantee they will be there in an hour. I'll guaranty it took closer to two.

As my wife and I waited on the side of the road, we put a happy spin on things. The weather was beautiful, we had shade, nice surroundings, and a babbling brook beside us that ended up delivering a rare chance to see an illusive American Mink. What a treat we thought?

In time, the tow truck arrived. The driver had his head stuck out the window and a cigarette stuck out of his mouth, but he turned out to be an okay guy. Careful with his use of tire straps, but complaining

the whole time how his fellow workers would have slapped chains on it in a minute and been down the road. Oh my, I'm thinking, this guy is the professional of the bunch? Oh well, we hopped in the cab and headed home.



I ordered two rear 295 Pirelli P Zero's the next day from Tire Rack and they arrived the day after that. Wheels off in the garage, it was time for installation. I found my way to Drake Auto Repair. This came by way of recommendation from Ivan of IMA Motorwerk, who told me of a new tire machine he was getting made by Hunter. The \$35,000 machine is close to touch-less and their product video shows a kid about 10 years old dis-mounting and re-mounting a tire. It turns out that Carl Epstein of nearby Drake Auto had one and Ivan sent me there. The way this machine works pretty much takes the monkey broke my wheel equation out of the picture, but Carl turned out to be a pro and his Hunter Road Force Elite balancer, which detects radial-force problems, ended in the need for barely 2 ounces of weight. Far less than was on it before and Carl also takes time to buff the old glue off the wheel from the removal of the old weights. Nice work and thanks Ivan!

In the end, that little wrench made a much bigger hole in my wallet than my left rear. Hum, come to think of it, I keep my wallet in my right rear, but hey, I got a cheap wrench out of the deal.



Story and photos by Tom Neel.

Above: Home again.

Below: My new wrench.

September 2017 new Potomac members

New Members

Eugene Abalos - 2004 911 Carrera 4S - from Lansdowne

Peter Ballard - 1984 911 Carrera Targa - from Broad Run

Kip Blackman - 2007 911 Carrera S - from Martinsburg

David Bowlin - 2002 911 Carrera - from Woodbridge - transfer from Maverick

Eggerton Campbell - 2006 911 Carrera Cabriolet - from North Bethesda

Elizabeth Dial - 2017 Macan - from Rockville

Emmanuel Ebodaghe - 2014 Cayman S - from White Plains

Mitchell Franklin - 2006 Boxster - from Germantown

Philipp Frech - 1993 968 - from Arlington

Joe Garwacki - 2003 911 Carrera 4S Coupe - from Ashburn

Michael Gascoyne - 2008 Boxster - from Woodbridge

Tom Jackson - 2006 911 Carrera 4S Coupe - from Winchester

John Kern - 1977 911S Targa - from Washington

Kurt Leta - 1987 944S - from Berryville

Mark Loper - 2006 Boxster - from Falls Church

Roger Martella - 2018 718 Cayman - from Warrenton

Stephen McJonathan - 2017 Cayman S - from Hagerstown

Chris McKinless - 2003 911 Carrera 4S Coupe - from Harpers Ferry

Dwight Melvin - 2016 Panamera S - from Glenn Dale

Ben Mitchell - 2015 911 Carrera - from Lincoln - transfer from Grand Prix

Josh Nacol - 2008 911 Turbo Cabriolet - from Oakton

James Overly - 2003 911 Carrera Cabriolet - from Stephens City

Charles Pompei - 1972 914 - from Laurel

Edmund Rice - 2002 Boxster S - from Reston

Allen Rossi - 2008 Cayman S - from Martinsburg

John Sanborn - 1997 Boxster - from Alexandria

Nick Schiattareggia - 2009 911 Carrera S - from Potomac

Lawson Sharp - 2011 Cayman - from Trappe - transfer from Chesapeake

Wesley Sluss - 2017 911 Carrera S Coupe - from Lansdowne

James Stankard - 2002 911 Carrera Coupe - from Leesburg

Patrick Traylor - 2003 Boxster - from Alexandria

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Douglas & Susan Nickel

Patrick Pexton & Marcia Daft

Bill & Kathy Wannisky

Ted & Carol Wills

Steven Lorentz

10 Years

Peter & Ruth McKeen

Kevin Lacy

LeRoy & Marilyn Mills

Daniel & David Testa

Michael Iati & Dominique Blom

Christopher & Jody Carter

Walter Hamm

5 Years

James & Lorie Brown

Cheryl Prejean Greaux & Robert Greaux

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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.

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

Right: Troy and Ethan Benesch stand by their petrol blue 930 Turbo.

Photo by Charlene Truban.

Below: New members David and Jessica Grusch drove their Carrera S Cab to the European Festival. Photo by Charlene Truban.





Left: David Pugin poses in front of his 2014 GT3. Photo by Charlene Truban.

Two Drivers and Their Cars by Joshua Vieira

This past August during the Schattenbaum Showdown at New Jersey Motorsports Park, Potomac member Robbie Wilson and I battled for the lead throughout three grueling sprint races. Each of us had to contend with a large field of Spec-Boxsters and the rest of the SP1, 2, and 3 cars as our own personal race raged on. I won the 2nd race while Robbie raced to victory during the 1st and 3rd races.

Off-track we are friends and even trade track-notes... but on-track our rivalry is intense and unforgiving. During the last two

years we have each broken numerous track records while pushing each other to become faster and faster. We have crushed track records at Virginia International Raceway, Watkins Glen, and Summit Point, among others. Despite our rivalry, we have always kept the racing clean and avoid contact which is highly frowned upon in club racing.

The image below was captured by Ken Hills when Robbie was chasing me and dove to the inside of Turn 4 during the last few laps of the 3rd sprint race. We then drag raced to Turn 5 where Robbie was able to take the lead and ultimately the win.





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Going out onto the track at the PCA Club Race. Photo by Eric Trexler.

