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Cover photo: The new 935 at Rennsport Reunion VI. Photo by Hank Allen.



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der Vorgänger

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Porsche Club of America.

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PORSCHE

'Til It's Gone

I have been in France and Spain the past ten days. My visit required a significant amount of driving, which I welcomed, as it would afford me an opportunity to compare modern European driver skills against those I find incomprehensible at home. Driving in the countries my work normally takes me to resembles a cross between bumper cars and Grand Theft Auto and I was looking forward to a more organized road regime in modern Europe.

Well it wasn't Mad Max and drivers are much better about keeping right, more or less, but their lane discipline is frequently nonexistent. Signaling lane change intentions seems a random act and drifting across lane markers at 140 KPH is standard practice. Not so with trucks - but passing cars is way too frequently close to a contact sport thus preventing relaxed driving.

In any case, I was determined to enjoy my time on the road and had rented a modern German luxury sedan to that purpose. I knew it wouldn't measure up to my Porsche but at least it would provide a good driving experience. Not even close. I'm still wondering if they actually export this particular model or if it's especially made for the rental fleets. Somewhat suspiciously there is no model name or number to be found - it's a stealth model I guess.

Let's start with straight line tracking. No wonder there's no

lane discipline if this is what drivers are saddled with. The car wandered around like the tires were all underinflated or the suspension members unattached. The steering was so loose I had it checked at a dealership - "Pas de probleme Monsieur."

Well at least it had a modern navigation system. What a hoot! Input was accomplished by a wheel of mis-fortune that must have been designed by an Etch-a-Sketch engineer. The selection algorithms would have mystified Bletchley Park. The input is through a combination of a spinning wheel and a push button device conveniently located between the front seats entirely out of the driver's line of sight.

Okay, so my car wouldn't go in a straight line, which didn't matter much because I never knew where I was going anyway, but I was certain to have a spectacular German gear box. I wanted a manual but this specimen (I'm convinced by now it was experimental) only comes with an 8-speed automatic, which is great if you could ever get the car into the desired gear or Park or Reverse or whatever. Every non-cruising gear change required pushing some button or another (sometime 2 - I never did figure it out) in order to select the chosen option. Putting this car in Park required an advanced degree in nonlinear logic.

Joni Mitchell knew about missing things only after they were gone - wow do I miss my Porsche. I'll take my example of German engineering anytime - anywhere! - Glenn

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PORSCHE

Plan B

The first weekend in October, I headed off to Watkins Glen for a vintage race weekend. A few other Potomac members and I had agreed to meet up at the VRG event that was being held. For me, this was to be the last race of the year. I was really looking forward to the fall weekend in New York.

We left our house at 9:30 Thursday morning with the goal of avoiding the morning traffic, travelling through eastern Pennsylvania to pick up the race car, and arriving in Watkins Glen around 6:00 when the gates opened. While we left at the planned time, nothing else that day managed to go as planned.

About 45 minutes in to our trip, on Interstate 66 just past Centerville, was where I had a blow out of a trailer tire. I was able to get to the side of the road with no drama – and managed to get the tire changed with the spare. This is where I have to confess my stupidity. On my last trip to the track, I had a flat on the trailer. I had ordered new tires for the trailer, but hadn't made the time to get them mounted – deciding that since I still had a spare – it would be fine. Needless to say, since I now had no spare, and still had the whole trip in front of me, it was time for Plan B.

Plan B involved me returning, to my house, picking up the tires I ordered, and getting them mounted and on the trailer for the trip to New York. Obviously something that I should have



David Dean

been smart enough to have as Plan A! I called one of my clients, and begged him to help me out with the tires. After picking up the tires, driving to his shop, and removing, mounting, and re-installing six tires and two spares (the tire that blew was actually the new spare that I had installed when I changed the previous tire), we were one again on our way. It was now 2:30. We had only lost five hours; we were off to a great weekend at the track!

The next several hours were truly a test of patience and resolve in making it to Watkins Glen. Leaving at 2:30 meant that we got to enjoy afternoon traffic. Three different accidents along our route added to the delays. To top it off, there were several cases of people trying to involve me in their accidents; pulling out in front of me – requiring that I lock up the brakes to avoid them, and changing lanes in front of me literally a foot off of the bumper of my truck. We arrived at Watkins Glen at 12:45 Friday morning – in time for a few hours of sleep before our driver's meeting.

While there were times I was tempted to give up and turn around, the weekend of racing, and more importantly hanging out with my friends, made it all worthwhile!

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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

- 3 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 4 Fall Foliage Drive and Dine #2
- 17 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm
- 18 Morias Winery Drive & Dine

December

- 1 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 15 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11 am - 1 pm

HAPPY HOLIDAYS!

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Dulles, VA

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

Winchester, VA

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

Bethesda, MD

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

Potomac Monthly Brunches

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

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

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



The 1975 Cannonball Run and the Fastest Porsche Ever to Finish

Story by John
Truban

The Story of PCA Potomac member Dan Rowzie

1975 – Not the time period everyone wishes they could return to if given the chance. A year filled with post-Nixon politics, Saigon-toppling depression, bad clothing designs, devastating hair styles, Oldsmobile had the number one selling automobile, and there was the release of a movie that scared beach goers forever - JAWS. Let us all hold hands and pray that we never go through that year again. However, there was one tiny little spark of greatness that will forever bring a smile to faces and energize imaginations - The 1975 Cannonball!

Now before we get off on a tangent, I am not talking about Burt Reynolds or anything having to do with Dom DeLuise running around wearing a cape and making a fool of himself. I am talking about the real deal “Cannonball Sea to Shining Sea Memorial Trophy Dash” race that was spearheaded by Brock Yates of Car & Driver Magazine that ran from the Red Ball Garage in New York City to the Portofino Inn in Redondo Beach, California. The only rule – there are no rules. There were four official Cannonball races run: 1971, 1972, 1975 and 1979. They were named after Erwin G. “Cannon Ball” Baker who set 143 records in his cross-country exploits in the early part of the 20th century. His greatest feat was that of a solo race from New York to L.A. in a Graham-Paige Bluestreak 8 in just over 53 hours with only a half hour of sleep midway through the drive. This sparked Brock Yates imagination in the early 70’s and the rest is history.

Potomac Porsche member and longtime automotive aficionado, Dan Rowzie, is one of the few people who drove in the 1975 Cannonball. Dan and his fellow driver Leo Lynch of Pennsylvania hold one of the fastest times ever achieved by a Porsche in the Cannonball races. Dan Rowzie and Leo Lynch drove a 36,000 mile 1973 Silver 911S Targa. Oh, and did I mention that it was outfitted with a 911 RSR IROC engine purchased from Chuck Stoddard, which at the time was worth about as much as the car itself. But who is counting the money when the Cannonball is on the line? The 3.0 Liter IROC RSR engine was good for 315 horsepower and speeds in excess of 160 miles per hour. It is also as tough as Wile E. Coyote’s head. To add a little 1970’s pizzazz to the Porsche, the Silver Targa had red anodized wheels, making the car’s nickname on the CB radio “Red Shoes.” I can picture J.J.

from Good Times checking out the car and yelling, “Dynamite!”

Dan is no slouch when it comes to Porsches. He has owned a 550 Spyder, 904 GTS, 1958 GT Speedster, GS Coupe and the 1973 RSR 911 that won the 1973 12 Hours of Sebring, as well as numerous other deathtraps for the untrained. He also was the Potomac Porsche Club President in 1969 and a National PCA Treasurer in 1973 and 1974. When Dan was not busy getting speeding tickets, he was working for the Department of the Navy’s Poseidon Missile Program. In 1975, U.S. nuclear missiles “afloat” around the world were at their peak with over 6,000 warheads. So Dan had a problem involving his job. “Just one problem you say?”

When Leo Lynch gave 38 year-old Dan a call in the spring of 1975 with the coded message, “Cannonball,” Dan immediately answered in return, “Yeah!” and hung up the phone. However, Dan’s problem would be “what if I lose my security clearance because I am held up in an Arkansas jail for going 138 mph in a 55 zone?” They do not trust Nuclear Warheads with flagrant speed violators - not when the chips are down and fingers are hovering over the button. Plus, there had already been that episode with the three bullet holes in the back of his 356 GS Coupe. So Dan had one simple solution – he opted for the bail bond that came with his AAA membership and he was good to go!

Now, Leo Lynch was a veteran of the Cannonball races, having run the 1972 race in a Porsche that sadly ended with engine failure. It appears that Porsche keeps all of the indestructible engines for the factory race teams and sells the rest them to the unknowing public. After that race, Dan told him, if he ever did it again, he would be his co-driver. Finding co-drivers for an event involving cross country driving at illegal high speeds is harder to come by than you would think. After all, the prize for winning the Cannonball was applause and some handshakes – nothing else.

Those of us who have had the privilege of knowing Dan Rowzie understand that he is an original Porsche Outlaw himself. The real deal, been-there and done-it kind of hombre. Long before grungy west coast hot rod television personalities and popular trends of buy-

ing high-end rare Porsches as an investment, Dan was the guy doing it in the 1960's. He auto-crossed his 550 Spyder in the Montgomery Mall parking lot! The guys like Dan Rowzie probably sit back and laugh at the \$100,000 outlaw Porsches being built today. They were slapping together cars for \$10,000 with leftover parts that no one wanted in a shop that looked like Sanford & Sons Scrap Yard. It was a time when those \$75,000 tire machines had not been invented yet . . .

At the PCA National Porsche Parade in 1967, Dan won a brand new 1967 Polo Red Soft Window 911 Targa in the raffle at the fancy dinner banquet and then proceeded to jump up on the dining table kicking glasses and plates over and yelling, "Woohooo" to the great terror of the Porsche family sitting at the head table.

"People do not act this way in Germany . . . get me this man's name. We will dispose of him quietly."

Dan does what Dan wants to do. His attitude is you only get one go at this show. For a guy who also knew that it could all end in a plume of smoke at any minute, you might as well slap a race engine in a Porsche and drive as fast as you can to L.A.

Dan and Leo met up in Cleveland days before the race. The engine had been installed. An IROC wing was outfitted to the rear of the car. Since 3M clear bras had not been invented yet, they duct taped the front of the 911. Dan brought the CB radio and the radar detector to be installed. Due to time constraints the two were quickly wired. The job was so good that they could hear people on the CB radio, but could not talk. That was of no concern because the Porsche could be heard coming from about 5 miles away. The glasspack mufflers installed on the car allowed for a tasteful exhaust note while at low speeds. Once you pushed on the pedal though, however, the car sounded like a Saturn V rocket hovering five feet over your head. One of the other issues encountered was the loss of their low beam headlights, leaving their lights at a constant high-beam. This was not appreciated by the Truckers on the highways at nighttime.

Dan and Leo also added to their last minute preparations a very important item - a map. Not just any map - a Denny's placemat with a map of the U.S. Interstate Highway System on the back. "Good thing we decided to eat breakfast at Denny's before the race."

The Cannonball races all involved some level of strategy - which route to take, North or South? What car to use? Should we use a fast car or something more inconspicuous like an ambulance or hearse? How fast should we travel and at what average speed?

Where do we stop for fuel? The questions have no end.

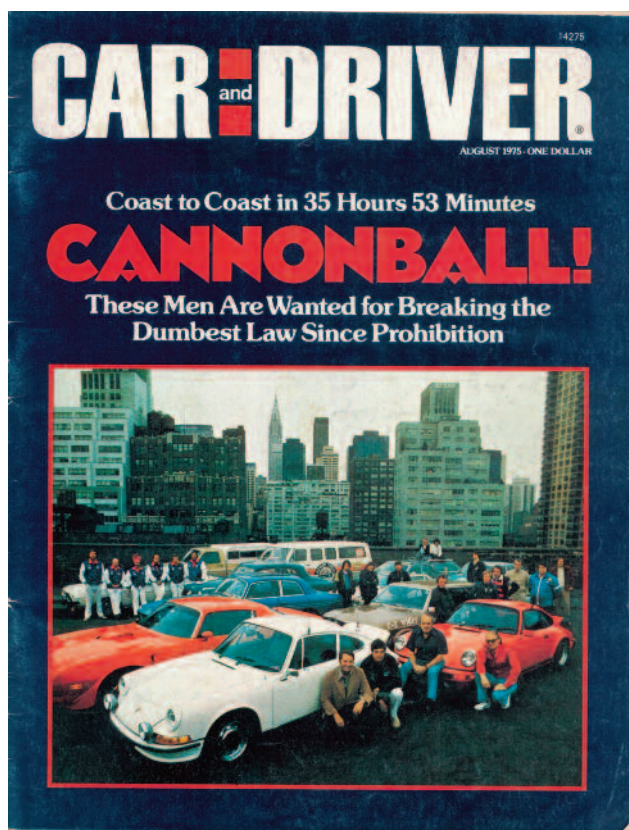
Much like many well-laid military war plans, once the start of the race begins, the strategy doesn't always matter that much. Things happen out there.

Due to the 55 mph speed limit being enforced heavily in 1975 across the nation, the police were out in numbers looking for anyone to contribute dollars to their state governments. Without Apps telling you about accidents or road closures, Cannonball participants had to rely on intuition and luck. In fact, much of the Cannonball races involved just that -

luck. Many of the participants to this day look back and ask themselves, "what if we had not been pulled over in Oklahoma?" or "what if we had gone a different route?" or "what if I hadn't eaten that bad burrito from that gas station?" - "We might have won!"

The time to start your engines had arrived for Dan and Leo.

Dan and Leo and the rest of the participants all had met at the Red Ball Garage in NYC about five blocks from the Empire State Building. The race organizers took some quick photos on the roof top of the garage for publicity purposes. Dan and Leo double checked everything. Brock Yates reviewed with the participants the necessary regulations regarding the event. They were given a time slot in which to clock out of the garage and begin their official race. One car was expected to speed off every five minutes. That way



Left: Dan and his fellow outlaws appear on the cover of Car and Driver.

the police would be fooled and not think there is some hair brain scheme of a race going on. Of course they were not fooled, and were waiting right around the corner to catch anyone dumb enough to do 100 mph down Broadway.

Brock Yates left in the first car with Steve Behr, a 1972 Dodge Challenger with suspension and brake modifications, a Holley 800 cfm carb, Cragar headers and experimental Autotronics Super Snooper radar with a range of 5 miles. After all, he would need to get to L.A. first so he could handle all the public relations. Spoiler Alert - due to some unlucky road choices that cost them precious time and having to hide from the police behind a gas station for a half-hour, they ultimately placed a disappointing third.

As the cars were leaving, Dan and Leo just chilled. "You know Dan, we have no heat in this car. So I guess we are taking the southern route," Leo said.

"That is ok as long as you remembered the Coors and the smokes?" Dan responded. Just kidding - I made that one up.

Other cars would leave like Jim Atwell and Chick Stanton of Northern Virginia in their new 1975 Porsche 911 Carrera. Also, a 1973 Mercedes 450 SL, a 1973 Ferrari Dino, a 1973 Chevrolet Pickup, a '75 Buick Electra, a '75 Mazda RX-4 station wagon, a '75 Volvo 164E, a '72 Porsche Carrera Rally car, a Ford Van, a '74 Pontiac Firebird Trans Am and Tom Nehl of Camel GT IMSA fame and Bill Warner of Amelia Island fame drove a 1971 Porsche 911T. Even a 1975 Travco 270 Motorhome made the trek. The oldest car was a 1951 Studebaker sedan.

It is surprising to look back and realize that the vast majority of the cars racing were only a year or two old. They were essentially brand new cars!

If you take time to read up on the full results of the race you will determine that a fast car can put you in the running for the top prize. However, much luck was involved, and having the intestinal fortitude to drive very, very fast even in the face of traffic, police and wildlife. Most of the fast cars that finished much further back than Dan and Leo's 38 hour and 39 minute time did so because they played it too safe and overestimated the police presence on the roads. In the end, the strategy of driving as fast as you can without regard for the police or the prospects of ending up in jail won you the race.

Dan and Leo were one of the last cars to leave - after five hours of sleep and last-minute shopping, the time had arrived. April 23rd, a few minutes after 9:00 pm, Leo started the engine and Dan slipped into the passenger seat. The engine had been properly warmed up to racing temperatures. Many of the competitors knew that Dan and Leo likely had the fastest car in the competition. An IROC engine inside a

parking garage was quite some spectacle. The traffic signal up ahead turned green, they punched their ticket and took it to 6,000 rpms, peeling rubber down Madison Ave.

Dan and Leo were passing competitors while flying through the Lincoln tunnel.

In Pennsylvania, they picked up a Smokey (so-named because of the hats they wore that were similar to another famous Smokey) and had to cruise at 55 mph for the remainder of the state. Once over the state line on I-81 they floored it again. Even in 1975, Dan says, "I-81 was beautiful and full of tractor trailers."

Dan and Leo were cruising at 120 mph down the Shenandoah Valley on a moonlit night. All was well until they reached Harrisonburg. Lights came on behind them and sure enough a Virginia State Police Officer in a Plymouth nailed them doing 95 mph in a 55 mph zone. They had to then make a detour to the Harrisonburg Court House and wait for the Magistrate to get out of bed. \$120 lighter in their wallets and they were back on the road.

In the words of Dan Rowzie, "Southern Virginia is some kind of desert." There were so few gas stations in the area that they were 1/10th of a gallon away from running out of gas before finding relief.

The second speeding ticket came in Salem, Virginia, and a second magistrate had to be awakened.

Truckers on the CB radio kept giving them away by letting everyone know up ahead, "That little Porsche has got the hammer down."

Tennessee felt like a much smaller state when their average speed, including stops, was over 100 mph.

"There is a Smokey up ahead taking pictures," Dan yelled over the roaring engine after listening to the CB. That is 1970's code for "There is a police officer using a radar gun up ahead."

The officers had the tendency to stand on the far side of a bridge and shoot radar at the cars from behind so that you never saw them. Then they would radio ahead to another officer waiting to pull you over. The only two ways to combat that was either by listening to the CB or picking them up on your "sketchy-at-best" 1975 radar.

Beeeeeeeeep. "Slow it down, we have a trap up ahead," Dan said to Leo as the radar detector sounded. They soon crossed over the Mississippi and into Arkansas. They also managed to pass the Camel GT Porsche Pace Car.

After cruising at 115 mph, Leo and Dan stop to fill up on gas just off the interstate. They switched driv-

ers and while Dan shot up the on-ramp at 93 mph, an officer busted them not 500 yards from the gas station.

Oklahoma was flat, fast and uneventful. They had been in the small 911 for over 21 hours and were having the time of their life at 90 mph.

After 23 hours they had traveled 1,763 miles and were roaring all-out towards Amarillo, Texas.

They passed the Cutlass and then pulled over for gas. Once back on the road, "Oh Sh&%, we just lost a wiper blade thanks to that gas station kid," Leo said. Dan and Leo made the mistake of letting the gas station attendant clean their windshield and when he put the wiper arm back down the blade was not attached all the way. "Well, let's hope it does not rain the rest of the trip."

At the 24 hour mark, Dan and Leo had been privileged enough to visit at least three police stations and eluded suspicious police in at least three states. At hour 26 they were well into New Mexico and averaging nearly 80 mph, including stops.

It was now night time again and there were "eyes in the desert." Coyotes, jack rabbits, and aliens from Roswell could be seen along the road staring back at them. Hitting a jack rabbit at 120 mph in a Porsche is nasty business and can be like hitting an elephant with your Schwinn on a downhill.

It was in New Mexico and Arizona that Dan and Leo began passing a number of other contenders. Remember that some of these cars left up to an hour or so prior to their Porsche. The desert was the place where the RSR engine was allowed to let loose at full speed. The other cars could not touch it.

Leo then took Dan on a near death experience as they traversed the switchbacks of the infamous Ash Fork in the Rocky Mountains, like a scene out of a rally race, fish-tailing that 911 with skill down the Ash Fork, just a couple of feet away from the precipice. Dan and Leo passed through the many small towns of the west, avoiding the occasional town cop and catching glimpses of the townsfolk relaxing around the Coca Cola cooler outside the local dusty gas station.

The Porsche was starting to show minor wear after nonstop use at high speeds. The wipers were toast, as mentioned earlier. The headlights only worked on the high beam setting so they shut them off to pass people - this in turn likely scared people to death when a dark vehicle in the night passed them at 100 mph sounding like hell on wheels. The starter motor died for a while due to overheating in the desert. Other than that, the car was running strong.

At hour 36 they were in California and darting towards Los Angeles. They ultimately arrived in the

morning and finished a strong 5th Place, finishing 23 minutes behind the 4th Place 1973 Mercedes 450SL that only averaged 0.6 mph better across the country. As mentioned earlier, Brock Yates and Steve Behr finished 3rd in the 1972 Challenger, while Jack and Peggy McCoy finished 2nd in the 1973 Chevrolet Pickup. Jack McCoy just happened to be one of the most successful stock car racers on the West Coast in racing history. He ran that pickup between 90 mph and 95 mph the whole way.

The winners – Jack May and Rick Cline of Gainesville, Florida in a 1973 Ferrari Dino 246 GTS, also happened to set the all-time record for the Cannonball Race at a time of 35 hours and 53 minutes. They would have been even faster if not for an arrest, jack rabbits and L.A. traffic. The key to their success was a well-thought-out route that was more northern than most teams, along with a lot of luck in avoiding police.

After the race, there were parties, pictures and good times. Friends were made and memories retained. Soon they all returned to their homes and 9-to-5 jobs, telling stories about their adventures across the vast United States of America.

The Cannonball race would run one more time in 1979. After that, Brock Yates recounts that he realized that the race was becoming too big and too dangerous. He told the story of visiting a friend in Florida and the man telling him, "Come see the car I plan on using in the next Cannonball Race." There in the garage was a brand new Lamborghini Countach. Brock Yates said, "No you are not. There is not going to be another Cannonball."

Brock Yates had come to the conclusion that someone was going to get killed or seriously hurt if people were racing across the country in 200 mph machines. That reasoning, combined with changes in ownership for Car and Driver magazine led to the race being put to sleep.

Others have tried to recapture the magic of the Cannonball Race, but none have succeeded. That part of American history has faded away, never to return.

So, that is the story of the fastest Porsche ever to complete the Cannonball Race across America. The Potomac Porsche Club's own Dan Rowzie can lay claim to that title. He can also sleep soundly at night – because the statute of limitations has passed. ■





The European Festival and the Gathering of the Faithful Join Forces for 2018

Story by John Truban

Above: Photo by Charlene Truban.

Below: Photo by Glenn Havinowski.

2018 has been a year filled with many challenges for the Concours Chairman John Truban and his Co-Chair Kevin Naughten. Rain, Rain and more Rain.

First, we had the Deutsche Marque Concours in May that was barely passible with some areas of our region experiencing rain while the show field at Notoway Park survived without a drop. The Labor Day weekend event at the Bavarian Inn in Shepherdstown, West Virginia, called the Gathering of the Faithful, was

to feature the Porsche 356. However it rained and we attempted to use the rain date. Then on the rain date we had the Hurricane fiasco and cancelled. We made the decision to combine the Gathering of the Faithful with the European Festival in Winchester, Virginia so as not to be called hypocrites for cancelling an event called "The Gathering of the Faithful."

On Saturday, September 29th, the Potomac Porsche Club had a great time at the 2018 European Festival at the Winchester Medical Center Campus in Winchester, Virginia. The weather was perfect and there was no fear of rain in sight! We had over 65 Porsches in attendance ranging from 356's to GT3 RS's. The Potomac Porsche Club had many first time members at this event, which was exciting for all those in attendance. The event was also special because proceeds benefited the Winchester Medical Center Cancer Center.

Our members arrived on the campus and were parked in a Porsche Club Only area. Originally we were to be parked on the grass within the event, however due to some issues with mud, the event organizers gave us an increased area on the pavement. The Drive and Dine group added to our participation this year with a parade of cars arriving mid-morning.



At the Gathering of the Faithful we typically have door prizes for those who register. So with the events combined we allowed participants to register for door prizes. Everyone who paid the registration fee of \$5.00 received a free cell phone accessory and their choice of a showroom poster, courtesy of Porsche of Tysons Corner. The 356 owner's received a Porsche Classics 356 parts book. Then at 2:00 pm we began the drawing for door prizes where everyone wins. We gave away some cool Porsche items such as a Porsche Hat, Key chain, 70th Anniversary Museum Book and RS Coffee Mug.

Participants had a great time at the European Festival listening to authentic German Music performed by the Edelweiss Band, Classic Italian Singers and Bagpipes, just to name a few. The food and beverages were plentiful such as local breweries and German Sausages with German Potato Salad.

The event organizers were very thankful that the Potomac Porsche Club was able to help contribute to a noble cause while also adding additional excitement to the festival. We want to thank all those who took the time to attend and hope to see you next year at a sunny Concours event.



*Above and left:
Photos by Bill
Schwinn.*

*Below: New
Member Lokesh
Babu (Back Row
Center) organ-
ized a group of
GT3 owners to
attend the Festi-
val. Photo by
Charlene
Truban.*





Rennsport Reunion VI

Story and photos
by Hank Allen.

Above: #21
Porsche 917K in
the Corkscrew.

Porsche Rennsport Reunion is on many Porsche owners list of must-attend events. Since the gathering only occurs about every three years and I had never attended, it was time for a road trip! This provided an opportunity to traverse our beautiful country in our 718 Boxster GTS. We made hotel reservations and bought our entry tickets last year when the dates were first announced.

What a great combination: driving on great roads to Laguna Seca; seeing hundreds of Porsches from the past seven decades on display in the paddock and; watching them racing hard through the Corkscrew. Porsche has been in the limelight all year celebrating its 70th Anniversary with events ranging from the 24 Hours of Le Mans, the Petersen Museum's Porsche Effect and the Goodwood Festival of Speed. However those were only appetizers; the biggest gathering was held at rebranded Weathertech Raceway Laguna Seca three years after historic Porsches roared around the track in the foothills of the Monterey Peninsula. This year's theme was Marque of Champions. Porsche North-America Public Relations director Bob Carlson organized the first Rennsport Reunion in 2001. It has grown into the incredible spectacle it is today. There were over 500 cars, 350 of them raced around the legendary 2.238-mile-long road course. Another 1600 were present in the various PorschePlatz in the infield. Over 81,550 fans attended the four day event. Legendary drivers from the past and current works drivers piloted the race cars in seven classes. Five hundred

PCA members drove laps and attended interviews in the PCA Hospitality Tent. That was all fantastic, but getting there was half the fun.

There are two primary options for traveling to Laguna Seca: flying or driving. I love the drive and I have the time. So I decided to take a northern route going out and returning on a southern one. Day 1: 900 miles @ 72mph; I-76 to Pittsburg, I-80 passed South Bend, a detour through Carl Sandburg's Big Shouldered City, Chicago, before stopping in Moline, Illinois. Day 2: 849 miles @ 75mph; I was in a hurry to get to Colorado. Miles and miles of straight road through amber waves of grain is only beautiful for so long. I took I-76 to Denver and stopped in Golden. From there to Monterey I would be on the twisty bits, fun roads with lots of turns and elevation changes. Day 3: 610 miles @ 72mph; rather than taking I-70 over the Rockies, I took Colorado 285 to US Route 50 over Monarch Summit through the Grand Valley and Arches National Park stopping in Delta, Utah. In Utah US 50 becomes the Lincoln Highway. Day 4: 654 miles @ 64mph; Delta to Ely to Eureka on US 50 and US 6 (aka Grand Army of the Republic Highway and Buffalo Soldier Highway) before joining California 120 and 140 to Yosemite National Park. Day 5: After a spectacular day viewing El Capitan and the other magnificent scenery I took the twist and turns of CA 41 to Blackwells Corner, James Dean's Last Stop, passed the Intersection and stopping in Paso Robles. Day 6: Took CA 46 from Paso Robles over to the Pa-

cific Coast Highway (SR 1) through San Simeon, Gorda and Big Sur to Carmel with several fellow Rennsporters. I had received an email invitation to stop at Canepa for their Pre-RRVI preparation and load out. So I continued north to Scotts Valley. Visitors had an opportunity to walk around the shop and observe the maintenance and restoration of dozens of classic race and sports cars. Among the cars being loaded for Rennsport Reunion VI (RRVI) were Mark Donahue's #6 Sunoco 917-30 Can-Am Championship winner and Talladega speed record holder and Don and Bill Whittington and Klaus Ludwig's #41 935 K3 Le Mans winner in 1979. Most of the Porsches normally in the Canepa Museum were absent! Bruce Canepa current major program is completely rebuilding Porsche 959 into modern super cars with all new suspension, engine, carbon fiber wheels, interior and new bright metallic colors. These could be called "Outlaw 959S". One is candy apple green and another is bright tangerine. He calls them SC for "Special Canepa". There were a dozen 959s in various stages of upgrade with one "cut" car, showing all the upgrades, for display at RRVI. On Day 7, I took a windshield tour of San Francisco before picking Debbie up at the airport. There are many lodging possibilities on the Peninsula and near Salinas to accommodate all budgets. We had reserved a motel in Monterey last year when the RRVI dates were announced. It was located five minutes from the South Boundary Road entrance to the track. Five other Porsche fans had made the same choice. We met PCA Potomac members who were camping at the track.

Overview of RRVI

At 730 on Thursday 27 September we drove to a fog shrouded track and checked in at the PCA Hospitality Tent. We had purchased a 4-Day General Admission ticket that provided access to the entire track and paddock. In addition we had bought seats in the Flag Room that provided a great view of Turns 4 and 5, breakfast, lunch and drinks. We watched the first few practice rounds before heading to the infield to see the multitude of vendors from BBS to Singer. We moved on to the paddock to admire the displays and watch activities in the garages. The Chopard Exhibit featured seventy cars including: the 1938 Porsche 64; 1951 #46 Gmund Coupe; 356; 550; 718; 904 through 959; Indy cars; RS Spyders and 919. The Porsche Number 1 "show car" was prominently displayed 70 years after Dr. Ferdinand Porsche designed and built the first Porsche 356. The pit row garages were occupied by the Porsche Champions Garage. The 1960's were represented by the 718 RS 60 Spyder. The 1970's included: the Targa Florio winning #12 908/03; the 1971 Le Mans winning #22 917K and the 1979 #59 Brumos 935 K3. The 1984 Paris-Dakar 953 Group B Rally car and Le Mans 1985 winner #1 Rothmans 962 demonstrated the breadth of Porsche capabilities. The ingenuity was present in the #26 911 GT1 Le Mans winner and the 2008 ALMS winning RS Spyder LMP 2. Their vision was evident in the orange and white

911 GT3R Hybrid that ran at the Nurburgring in 2010. Finally their reliability was exhibited in the 911 RSR that was the outright Petit Le Mans winner and 2015 IMSA GTLM Champion.

Porsche had its presentation area in the paddock next to pit lane. A stage, cars, a kids playground and showrooms surrounded a large meeting area. Interviews filled the day around car reveals and concerts. Porsche is maximizing the end of the internal combustion engine era by producing many different GT models including one customer race car per day in Zuffenhausen. Porsche revealed a new "935" inspired by the Moby Dick and a new 70th Anniversary 991 Speedster. Seventy seven 935 and 1948 Speedsters will be produced. However Porsche is also looking to the future. The Taycan electric sports car was prominently showcased. Porsche Cars North America CEO Klaus Zellmer said "We are going to feature the future of Porsche when it comes to electric cars because we



Above: Porsche Type 64

have to help people understand it's not about the past and it's not about the future. It's about being true to yourself. And if everybody buys into the fact that the Mission E is DNA Porsche, despite the fact that the technology is different, then we've done our job well." In addition to Porsche Classic providing parts to keep cars "original", they are taking a run at the Singer and Sharkwerk market. Project Gold is a sort of restomod one-of-a-kind machine, but it is coming from the factory and was unveiled at the Reunion.

The groups of cars that participated on the track were organized along the Porsche timeline. Each era of racing was in its own run group to allow for relatively even competition.

Group 1: PCA Sholar-Friedman Cup - Porsche Club of America Club Race cars.

Group 2: Werks Trophy - 904-6 cylinder, 906, 910, 907, 908, 908/2, 908/3 (8 cylinder & 6 turbo), 909, 917 (normally aspirated and turbocharged).

Group 3: Eifel Trophy - 911 (911 up to 2.5 liter), 911TR, 911ST, 914, 914/6.

Group 4: Weissach Cup - 911 +2.5l, RSR, 3.0 RSR, 2.1 Turbo, 934, 935, 936, 924 GTS & GTR.

Group 5: Gmund Cup - 550, 550A, RSK, RS60-61 (4&8 cylinder) 2000 GSGT (Dreikantschaber), Abarth Carrera, 356, 904-4cam, Porsche Elva and specials.

Group 6: Stuttgart Cup - 956, 962, GT1, WSC, RS Spyder.

Group 7: Flacht Cup - 964, 993, 996, 997 GT Cars (Falken/Flying Lizard/Brumos).

The #46 Gmund Coupe, rebuilt by Rod Emory, that obtained the first class win for Porsche, was on display and conducted Porsche Racing History Parade Laps.



Above: 935 and 934 rounding Turn 4.

Although the legendary #23 Porsche 917 that first won Le Mans outright was not there. There were a couple of Gulf 917 and several Can-Am 917s racing for the Werks Trophy. There were examples of the Porsche 550 Spyder, the first car from Zuffenhausen specifically designed for racing. There were Group C era representatives Porsche 956 and 962 plus several recent 911 RSR Porsche racers. There was an example of the Pink Pig 2018 Le Mans GTE-Pro winner. There was the running of the LMP 1 Porsche 919 Hybrid Evo Tribute that made several attempts at breaking the current lap record set by a Formula 1 car. Lest we forget the Porsche tractor race complete with Le Mans start. Jacky Ickx did not participate!

Thursday, September 27, 2018

The gates opened at seven each day followed by run groups and demonstration laps on the track. It was very foggy so the practice was delayed by about an hour. Fortunately that was the only day the sun did not cooperate. Each day at 1030 and 1330 Porsche legendary drivers and current works drivers signed autographs in between their time on the track and giving interviews on the main stage or at the PCA Hospi-

ality tent. It is impossible to attend every interview, demonstration or signing. The autograph groups were divided into the Legends: Atwood, Barth, Bell, Busby, Elford-Larousse, ... Haywood, Ickx, ... Mezger, Redman, Van Leppen, Singer and Springer to name a few. Fortunately the autograph sessions were repeated daily and many of the personalities came by the PCA tent.

There is an RRV1 App that allowed you to plan your daily schedule with alerts to ensure you got to the venue on time. That morning Mark Webber (#17 919 2nd LM in 2015) and Timo Bernhard (#2 919 1st LM in 2017) visited. The lunch break provided some quiet time and the traditional Tapping of the Keg by Klaus Zellmer and Mark Webber followed by the reveal of the modern 935 and 991 Speedster. After lunch the 935 conducted several laps of the circuit. Each day 918, 911R and GT2 and 3 RS conducted Parade Laps. Then it was the turn of 120 PCA members to do theirs. Le Mans GTE-Pro winner Kevin Estre (#92), second place Richard Lietz and Gianmaria Bruni (#91) and rookie Sven Muller, provided their insights to a packed crowd at PCA. The remainder of the afternoon was devoted to practice for all seven run groups and 917 Exhibition Laps. Seeing Gulf 917K and CanAm 917-10 and 30 come down the Corkscrew was a flashback to the pages of Road & Track many years ago.

Friday, 28 September 2018

Practice groups started on time at 8AM and continued with only the occasional full course caution. Like many other PCA members, I volunteered and was assigned to direct cars to the various Porsche Corrals. It was one more opportunity to see some beautiful cars. I had benefited several times at other PorschePlatz, so it was time to join in. At 11 AM Jacky Ickx and Derek Bell came by the PCA. In the afternoon it was Richard Attwood (1970 #23 917 K), David Piper (#20 Gulf 917) and Jackie Oliver (w/ Pedro Rodriguez) Daytona 24 and 1000km Monza. All the werks drivers, including Vanthoor, Pilet and Christensen, signed autographs right after lunch. After PCA Parade Laps the last rear engined 911 RSR and its mid-engined successor conducted Exhibition Laps side by side at speed followed by 918, 911R and GT RS Parade Laps. It was then time to watch Exhibition laps of Porsche Racing History featuring among others: the Number 1 Roadster; 1938 Type 64 Coupe; #46 Gmund 356 SL and several more recent Le Mans winners. This was followed by a Concours on Pit Lane featuring many of the Porsche Museum pieces as well as a privately owned cars. Jeff Zwart crew was hard at work filming every event.

Saturday, 29 September 2018

On Saturday, practice was over for most groups including the Group 1 - PCA Club Racers. Qualifying Races were held for all Groups and races were con-

ducted for Groups 2 and 3. Timo Bernhard and Earl Bamber took turns driving the 919 Evo on the track while trying to break the lap record. The only disadvantage to volunteering was not being at the PCA tent to hear Gijs Van Lennep (#22 Martini & Rossi 1971 917K LM winner) and; Gerard Larrousse and Quick Vic Elford (#21 917 LH and #3 Hippy Car). The 918, 911R & GT RS and 911 RSRs made Exhibition Laps. It was time for the first of two Tractor Races. There was a variety from small Juniors to larger higher horsepower tractors. After the Le Mans running start they drove up the hill with some difficulty and down to the Andretti Hairpin, with at least one tractor cutting the corner. They rounded Turn 4 and crossed the finish line under the Mothers Bridge. Some would not have made it up the hill and others would have taken all afternoon and come to grief in the Corkscrew. Cooler heads prevailed. We then switched from the ridiculous to the sublime: a 959 Gathering; R Gruppe and 356 Outlaw and; Porsche Racing History lap. The day culminated with Group 2 and 3 races and 917 Exhibition Laps. Legendary designers were interviewed in the afternoon. Tony Hatter is credited with designing the Porsche 993, the Cayman 981 Cayman, and others including the GT1. Grant Larson is responsible for bold breakthrough designs like the original Boxster and Panamera. He led designs for the Carrera GT, 997 Carrera and Turbo, 911 Speedster, Boxster Spyder, and 911 Sport Classic. They were followed by Norbert Singer famous for participating in the 956 and 16 Le Mans victories; Hans-Joachim Stuck (Audi, 962 partnered with Haywood) and; Hans Mezger (917 and engine designer extraordinaire). We topped off our day with dinner at driver favorite the Baja Cantina and Grill on Carmel Valley Road.

Sunday, 30 September 2018

Sunday's focus was on races for each of the groups followed by the presentation of awards. Additional exhibition laps were placed in between races, as where autograph sessions, interviews and presentations in the paddock. Tractor Race 2 was a crowd favorite at noon. We drove our laps of the circuit early that morning. I can only imagine how much fun a High Performance Driver Education event would be! Patrick Long (driving everything that moves!) and



Jörg Bergmeister (Flying Lizards and now his own team #56 Project 1 in the World Endurance Championship) told a wide variety of funny stories about their career as teammates and competitors. Jörg talked about the challenges of a new team attacking Le Mans and his aspirations for the future. Pat provided several



anecdotes and talked at length about his Luftgekühlt events. They started in California but have since been held in Munich and the United Kingdom with plans for more. All air cooled types take note.

The werks drivers signed copies of der Vorgänger on the appropriate pages. On Sunday I managed to get several of the Legends signatures. They were all very gracious and accommodating, signing just about anything put in front of them. They were thrilled when fans knew a little about their careers, rides and teammates. While standing in line a PCA Potomac member, Patrick Rhodes, noticed the dV and asked if we were from Virginia. We compared notes about Le Mans and DE at Summit Point.

We obviously could not attend every event, be at multiple Turns of the circuit or visit every garage. We certainly tried and came away overwhelmed by the drivers, engineers, cars, history and the future of Porsche. Most people would not understand the fascination. The people we met there certainly did.

After four days of petrol fumes, beautiful yet harsh engine noise and miles of hiking it was time for a few days of relaxation in Sonoma wine country. The trip to Laguna was well worth it. I had seen some of the cars in various museums, seeing them all in one place racing against each other provides a whole other level of appreciation. Debbie flew back home and I thoroughly enjoyed the drive back including a stop at Willow Springs International Raceway to observe a local track day. *Gute fahrt.* ■

Above: 917-30 Can Am Cars.

Below left: Porsche Champions Garage.

A Cayenne Story

*Story and photo
by Casey Parkin.*

My beginnings with Porsche started in the fall of 2002. I have mentioned in previous writings that I grew up loving the brand. The iconic “kills bugs fast” poster adorned the wall of my childhood bedroom. My grandmother, Pat Parkin, gave me a ceramic jar that had carved in the outside “Porsche Money”, it still sits in my office at home.

Early on I worked for a small dealership in North Eastern, Ohio as a porter and car washer. My childhood Porsche dreams came true as I was shuttling around 996s and 986 Boxsters. Life Was Good.

Shortly after starting with the brand, Porsche announced a revolutionary new vehicle - the Cayenne. I was confused, and like a lot of other “purists” I was down on the idea. My then boss, Charlie Schumann, assured me that this was a good thing and that it was what Porsche needed. The early 2000s were tough for Porsche, the Boxster propped them up in the late ‘90s but they needed something new.

Fast forward 16 years and the Cayenne is still giving Porsche the financial underpinnings to build the dream sports cars that continue to adorn the walls of today’s teenagers. The Cayenne and Cayman created an entirely new segment of automobile (the performance SUV) and constantly has proven that the DNA of a world class sports car can be instilled in a car fit for a family of 5.

Over the 10+ years I have sold Porsches a number of versions of the Cayenne have been released. E1 started in 2003; E2, the spring of 2007; and I just got the opportunity to enjoy the newest of the breed, E3. Of all of the Porsches I have driven, the Cayenne is the one that I have logged the most miles in. As with all Porsches, they always get better. There are some Porsche models over the years that you could argue otherwise, but the Cayenne always gets better.

E3 utilizes a new shared chassis with the VW group that also underpins the Lamborghini Urus, Bentley Bentayga and the Audi Q7. It has stripped a considerable amount of weight and all of the engines are now

all turbocharged.

Porsche retained a similar silhouette, but, other than the crest, the new Cayenne is 100% new. The easiest way to tell them apart is from the back, the new horizontal light bar that started on the G2 Panamera (2017 and later) fits cleanly across the back of the E3 Cayenne.

Other than a quick drive at the dealer a few months ago in the S (which has a twin turbo charged 2.9L V6 with just shy of 440hp), I had not had much seat time in the new car. Our training exercise took me to a part of the US I had never visited, the high desert of New Mexico about 20 miles north of Albuquerque.



Our best seller (prior to Macan) was the standard/base Cayenne. From day one it had always used the VW derived iron block, narrow angle VR6 engine. Starting with the same engine from an R32 (with 240 hp) and then concluding in 2018 with a 3.6L evolved version of the same engine with 300 hp. The engine got much better over the years, increasing in displacement and with the addition of direct fuel injection, but it was time for a new one.

For the new Panamera, Porsche/Audi developed a 3.0L single turbo V6 with 335 hp (Hot V with the turbocharger in the V of the engine). Peak torque is achieved at relatively low RPMs by a large twin scroll turbo charger. The new engine, fitted in this Cayenne, paired with a ZF 8 speed automatic transmission, is awesome. The programming that Porsche did with the transmission leads to shifts that are nearly as fast



as a dual clutch, and still allows for generous towing of up to 7700 lbs.

Our testing of the Cayenne took us on a nearly four hour drive up Highway 4 from Albuquerque to Los Alamos. The climb took us to over 9,000 feet, surely something the prior naturally aspirated Cayenne would have had huge difficulty with. AWD system tweaks now give the ability for 100% of power to be shifted between the front and rear wheels as the Cayenne (the computer actually) sees fit. Differential control options for variables such as gravel and snow split torque as needed.

As far as the standard Cayenne is concerned, the engine is my favorite upgrade, second is a close tie between the Chassis/Handling and the updated

monumental. The prior Cayenne, E2, was no slouch but the new car gives you even more confidence. Turn-in is crisp and predictable while still allowing for a very comfortable/confident ride up to the 21" wheel option that was driven.

The infotainment system is what will attract the majority of eyes to the new Cayenne. From a brand that took 40 years to adopt a cup holder, Porsche has gone above and beyond to properly respond to what their clients and other SUV owners were asking for. I was a big fan of all of the buttons in the previous car, but it is still a bit daunting to get used to the new back-lit haptic style glass that now is the center console. The updated design, taken from Panamera is sleek and sophisticated. The 12" touchscreen display is the focus now of the interior. Updated from Panamera, it is

faster, higher definition and controls nearly every vehicle system in the car, from safety to performance.

On paper and in this magazine the Cayenne follows the Porsche mentality of evolution vs. revolution. All aspects of the new Cayenne are improved and refined and, while it may look nearly the same from 20' away, it begs to be driven and experienced as this is the absolute best-driving Porsche SUV to date. ■





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Summit Point: Consider It “Rocked”

The Potomac Region hosted its 27th Annual PCA “Rock the Summit” Club Races at Summit Point Motorsports Park in West Virginia last month. The weather was absolutely perfect, for the first two days at least, until Sunday when the skies opened up and everything got soaking wet except our members’ spirits. Luckily and ironically, the premium giveaway gift item this year was a black and white checkered flag golf umbrella emblazoned with our event logo!

A total of 128 racers and 450 visitors were in attendance this year for three fun-filled days of racing and social events. The weekend featured one full day of practice races, and one and a half days of sprint and enduro races for points. We also held our signature volunteer appreciation happy hour and dinner Friday night, and our racer and sponsor awards happy hour and dinner Saturday. The PCA Vintage Group racers were also back again this year, 27 racers in total, comprised solely of PCA members who race air-cooled

Porsches manufactured in 1983 or earlier. What a site it was watching these historic P-cars making their way around the Summit Point Circuit all weekend long!

Story by Kenneth D’Angelo



We added several new features to the weekend line-up this year as well, including a pro-guided track-walk provided by Potomac’s own professional racer Michael Levitas; a Kona Italian Shaved Ice truck supplied free icy treats to everyone in the paddock on Saturday afternoon; and Moe’s Donuts of Winchester Virginia served boxes upon boxes of their delicious homemade donuts Sunday morning. All three of these additions were big hits with the racers and guests.

Tony Pagonis refuels his 911.

Photo by David Spohn.

Left: Photo by Eric Trexler.

A total of 140 of our region’s volunteers also came out to help with the event, providing the much needed, not to mention appreciated, people-power, including the Club Race Committee members, welcome tent personnel, track corner workers, tech & scales crew and the social event workers. This huge event simply would not be possible each year without the hard work and dedication of our members, so a huge “Thank You!” to everyone who helped us. It truly is about the people!

If you would like to learn more about the PCA Club Racing program, navigate your browser to www.paclubracing.org or contact us at clubrace@pcapotomac.org. And be sure to join us on the PCA Potomac Club Race Facebook page for the latest news, photos and commentary. Just perform a search on “PCA Potomac Club Race” on Facebook and request to join.

Photos continue on page 25...



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Top left, top right, middle right photos by Eric Trexler.



Middle left, bottom photos by Michael Trexler.

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Porsche HVAC

Modern Porsches have no shortage of little buttons. Maybe too many, but along with them comes no shortage of decisions or personal choices and most certainly, a level of complexity. Adding to the complication is the dizzying maze of lights which indicate the system or function as being turned ON when being pushed on, or the light and function already being on as a default, unless you opt to push them, thus turning both the function and the light off. I counted the buttons just on the center console of our Macan S and came up with 25, plus the little fan and temp setting button-levers and the E-brake. Yes, it has a light too! A large amount of that number is split between the driver and passenger functions, but it's still a bit like sitting in the cockpit of an airliner. Add in those buttons on the dash, doors and overhead and my analogy is pretty much spot on. It's a button happy place to be unless too many buttons make you unhappy.

So, one such area of button pushing mayhem has to do with the creature comforts of Porsche's HVAC systems. I say "systems" because, as an example, our Macan is optioned with dual zones, heated and ventilated seats and a heated steering wheel, not to mention the sunroof's ventilation aspects and the back seat functions. All of this comfort technology, or razzle-dazzle, comes at a price, but there is likable value found here too.

In terms of a system approach, there's no question Porsche has tried to cover every base, for every country, for every countryman and woman. Dual zones allow the driver and passenger to be very individualistic in their approach to personal comfort. Choices having to do with air temperature, fan speed, air location and direction, are all at your fingertips. That's the good news. But Porsche's system also comes with a default. This requires time to get acquainted with. In our case, each turn of the key had us being blasted by the AC, until we figured out how to set both the driver's and passenger's custom defaults. Of course, as seasons change so will the need to change our custom default settings. It's actually kind of a bother.

I must admit, also having a 2017 Subaru Outback for work, I find its HVAC system, while not as customizing, to be much easier to interface with. Part of this also comes from Porsche's buttons which direct airflow. I will also say that the Macan's vents can be rather noisy by comparison depending on which ones you use. I found the 2015 - 911 we had to be easier. But it certainly wouldn't surprise me to see a vintage Porsche enthusiast run from all of this technological wizardry in frustration. I think the new Cayenne may not make things any easier, but such is life. This is

what the German comfort engineers see as the right path.

Okay, I must admit, despite the plethora of button pushing found in late model Porsches, my favorite of its HVAC systems are the heated and ventilated seats, along with a heated steering wheel. I love them and use them often. In fact, sometimes it's their simplicity and speed to comfort that saves the day over other hot and cold choices. Apparently first introduced by SAAB in the early 1970's, heated seats are in no way exclusive to Porsche, nor are ventilated ones. But Porsche's work superbly, and it's not wasted money in my opinion. On a hot day with our 911 and its black seats, re-entering a roasting interior we welcomed the cool air passing through the perforated seats.

This, by the way, is one reason to opt for leather or the base interior over alcantara, which they do not offer in perforated form. No little holes, no air to pass through and, thus, no ventilated seat option (however, you can have heat.) But with your parked, top down Boxster GTS sitting in the sun, I guess alcantara while getting hot, may not scald you like leathers can. Trust me though, ventilation will bring a sweat-less smile to your face and back.

That leaves the heated steering wheel, and as we head into winter here in the mid- Atlantic, getting a chilly grip on things is to be expected. Especially having a garage, I never gave a thought or care about a heated steering wheel. That is until the Macan came with one and I tried it. Porsche's headed steering wheel is fast and comfortable. The one humorous oversight, however, is how cold the wheel's metal center spokes get. As only the grip of the wheel is heated, when your toasty digits accidentally come in contact with any part of the center, a chilly alarm bell goes off in your body!

If you live in the D.C. metro area and you are honestly optioning any new Porsche, with the exception of an actual GT car, I think heated - ventilated seats, and even a heated steering wheel, should be among your considerations. None are a must, but all worthy of their Porsche HVAC creature comfort price tags.

*Story by Tom
Neel*



September 2018 new Potomac members

New Members

Mike Alberti - 1988 928 S4 -
from Ashburn

Scott Altman - 2014 Boxster S -
from Washington

Daniel Bellingham - 1968 912
Coupe - from Herndon

Allan Bernman - 2018 718
Cayman - from Washington

Carla Briceno - 1999 911 Car-
rera 4 Cabriolet - from Oak-
ton

John Cacioppo - 2002 911 Car-
rera Cabriolet - from Wood-
bridge - transfer from San
Diego

Jorge Costa - 2014 911 Carrera
S Coupe - from Kensington

Lee Daniels - 2014 Cayman S -
from Mount Airy

Brian Elsts - 2012 911 Carrera
4S Coupe - from Arlington

George Green - 2005 Boxster S
- from Hagerstown

Greg Heacock - 2017 Cayman
S - from Annapolis - transfer
from Chesapeake

Tom Kashynski - 2011 Cayman
S - from Falls Church

Jonathan Leyh - 1978 911 SC -
from Cumberland - transfer
from Allegheny

Alex Mazzotta - 2007 Cayman
S - from Alexandria

Lance Nguyen - 2014 911 Car-
rera S Coupe - from Hern-
don

Ethan Palmer - 2008 911 Car-
rera S Coupe - from Chan-
tilly

Paul Portu - 1997 Boxster -
from Lorton

Matt Riddle - 2011 Cayenne
Turbo - from McLean

Richard Saddler - 2015 911
Carrera 4S Cabriolet - from
Warrenton

Bill Schomburg - 2009 911
Carrera 4 Coupe - from Fair-
fax

Jason Smith - 2006 911 Carrera
S Coupe - from Harpers
Ferry

Joe Stein - 2017 Macan - from
Haymarket

Joseph Ustaris - 2014 911 Car-
rera S - from Fairfax Station

Michael Youssef - 2018 911
Turbo S - from Vienna -
transfer from First Settlers

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October 2018 Potomac anniversaries

Anniversaries

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25 Years

Charles & Roslyn Landy

20 Years

Jonathan & Alice Jones

David & Rhonda Lovato

Michael & Christine Miller

Jerome Welte & Chinthika de Silva-Welte

15 Years

Branko Bozic & Vesna Mandic-Bozic

Gary & Cheryl Brindle

Greg DuPertuis

L & Alexandra Ely

Lenny Ilkovich

Gary & Yolanda Ngo

Kevin O'Connor

10 Years

Jonathan Alfert & Maria Albano

Mark & Ellen Cherwien

Jeff & Denver Conley

Michael & Kathy Edrington

William Kaplan & Judy Kraut

5 Years

Scott Brumbaugh

Zayd Eldadah

John Hannula

Daniel Huthwaite

Edward & Margaret Moore

Arthur Orton & Stephanie Bednarek
Orton

John Peterson

John & Sarah Pinto

Robert Popovitch & Nicolette Endara

Christen Ritter & Heather McGowan

Kenneth & Mary Rothschild

Joshua Simonds

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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 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: Rich Saddler stands next to his 2015 Mahogany 911 Convertible.

*Below: Jeff Sander and George Green displayed their Porsches.
Photo by Charlene Truban.*





Above: Joe Ayoub attended his first event in a 2008 Macadamia Cayman. Photo by Charlene Truban.



Left: Bill Schwinn stands proudly next to his 911 Carrera GTS.



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#59 and #6 CanAm 917-10. Rennsport Reunion VI. Photo by Hank Allen.

