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Cover photo: closeup of Brett Wakeman's 2019 arrow blue GT2 RS. Photo by Charlene Truban.



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## der Vorgänger

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# Almost a Perfect Weekend

This past weekend was nearly perfect. Friday, I had a long enjoyable lunch with a friend of 35 years. Friday night, my wife and I tried a new restaurant walking distance from our home. Early Saturday morning my wife and older daughter, my 20 month old granddaughter and a niece went boating on the Potomac. The weather was perfect, the river was like a mirror and we were virtually the only boat between the Wharf and Mt Vernon.

Saturday evening my granddaughter spent the night, which was delightful, if all absorbing! Sunday we had brunch with another daughter and later my son and his finance stopped by to visit. There was an opera performance across the street Sunday afternoon but as things would have it, the Steelers were on, so my wife had to enjoy opera solo! In to every life some rain must fall – the Steelers lost – but it was still one great weekend.

But not quite perfect. I didn't drive my car. I looked at it. I washed it - but I didn't even get in it. So what? There is always next weekend - but I am going to be away the next two weekends which means it will have been almost a month by the time I actually drive my Porsche again.



Glenn Cowan



Michael Sherman

Now that complaint aside, my car is a daily driver as I commute in it. Thankfully, it's all of 4 miles to my office which only takes 15 minutes. Hey, I'll take it. It does mean that even though driven twice every day, I don't actually drive my car during the week. So the weekends are a treasure.

Given where I live, just "going for a drive" doesn't get you much. I have to drive about 20 minutes to get to roads worth driving and when I've had my way with the car, 20 minutes back. So, how long should you be able to enjoy the ride to warrant 40 minutes of tedium getting there and back? I'd say at least an hour which means I need 100 minutes for a driving outing. For most of us I'm guessing that finding an extra 100 minutes on a typical weekend is no mean feat.

I intend to really keep working at finding the time. An almost perfect weekend is okay but I'd rather write about the serpentine route I found and the joy it brought than "waste" another perfectly good sunny day. Winter is coming.



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# Racing Shoes

I have just returned from a very quick trip to Sicily with my husband, Brian, to celebrate the wedding of one of my dearest Sicilian cousins. If you read my article in the May 2019 DV in which I wrote about a road race in my home village of Cefalù, you know that many of the townsfolk race Porsches.

Brian thoroughly enjoyed talking “air-cooled” this and “water-cooled” that with the owner of the Vittoria Palace hotel, Angelo Lombardo, the owner of the Piazza Duomo’s main bar, pasticceria and gelateria, Giovanni Serio, and even a potential builder of our falling-down country “rustica”, Piero Vazzana. However, most of all, he enjoyed his talks with Francesco “Ciccio” Liberto, a famous race-shoemaker from Cefalù.

How famous is famous? Ciccio was awarded a UNESCO Living Human Treasure recognition, bestowed upon him by the government of Italy. According to UNESCO, this is awarded to persons “who possess to a high degree the knowledge and skills required for performing specific elements of intangible cultural heritage”. He is proudly listed in the official UNESCO Book of Knowledge of the Register of Intangible Heritage and is also known as a Living National Treasure worldwide.

Ciccio recalls his joy, since the age of 6, in making shoes by hand. His “big break” came in 1968 when a famous Porsche racer, Vic Elford, was in dire need of a pair of racing shoes for

the Targa Florio starting the next day. Ciccio worked all night long to hand-make these shoes, which was a bit of a challenge since most of Vic’s big toe on his left foot is missing and Ciccio wanted to ensure a perfect fit. Quick Vic came in P1 for this race, beating out local legends like Nino Vaccarella, and Ciccio became a super-star overnight.

What is most defining about Ciccio is his pure joy that he is recognized world-wide for performing a job which he loves to do. He stopped making “everyday” shoes decades ago and focuses solely on racing shoes because he loves the passion and adrenaline of race car drivers. He feels that he is personally a co-pilot for any racer who is wearing his shoes in the cockpit of his or her race car.

Ciccio is a brand ambassador for Porsche and you can find an intriguing YouTube video which Porsche created called “Behind the Scenes: Ciccio Liberto – A living legend” which details his shop and his talents. He also was featured in Porsche’s 718 Boxster launch video which you may also find on YouTube.

In the end, Brian left happily after placing an order for a new pair of race shoes which match the livery of his newest racecar. And perhaps I will happily go back to pick them up in person when they are finished!



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## Model Experts

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

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

To contact any of the PCA National Technical Committee model experts, please log in to your PCA National account and go to the URL:  
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# Potomac's 2019 calendar

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



## November

- 2 Potomac's First Saturday Brunch, City Grille, Manassas, 11am-1pm
- 3 Virginia Fall Foliage Drive and Dine
- 16 Potomac's Maryland Brunch, Irish Inn, Glen Echo, 11am-1pm
- 17 Morais Winery Drive and Dine

## December

- 7 Potomac's First Saturday Brunch, City Grille, Manassas, 11am-1pm
- 21 Potomac's Maryland Brunch, Irish Inn, Glen Echo, 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.

### Dulles, VA

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

### Leesburg, VA

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

### Winchester, VA

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

### Bethesda, MD

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

## Potomac Monthly Brunches

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

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

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







# Macan S Goes In Search of Autumn on the Blue Ridge Parkway

Autumn splendor! It's that time and season of the year when chlorophyll departs millions of leaves, leaving behind a glorious scenic brilliance of fiery hues like Speed Yellow, Lava Orange, Guards Red and even Mahogany Brown. Queue in the perplexity, as you glance down through the photographs, void of anything but Mamba Green! To make matters worse, while you are reading this in November, I'm writing this story on October 11th and have just returned from this little adventure yesterday! Oh well, that Autumn splendor was a little late, so I'll ask for your imagination. That said, they don't call the road we traveled the "Blue" Ridge Parkway for nothing, and this, my Porsche Potomac friends, was delivered in abundance!

For a good thirty years now, Virginia's Skyline Drive has been my backyard playground. Its 105 miles offers a peaceful place above the hustle-bustle world below. I will admit, while most of my thousands of miles spent on this idyllic stretch of pavement have been done on two wheels, time with Porsches have also netting spirited returns. I've always felt that this gem of a road was a gift further enhanced by sitting conveniently at the southern end of Skyline Drive providing direct access to the even greater gift of the 469 mile long Blue Ridge Parkway. The BRP as I call it, is America's longest linear park, making its way along the ridge-line of the 1.2 billion year old Appalachian Mountains. Their extreme age puts them among the top ten oldest mountains in the world.

Many moons ago I started making my way up and down the BRP not for only its incredible scenic views and twisty-ness, but for the coolness found in its ele-

vation on a blistering hot day below. Generally speaking you will find both Skyline Drive and the BRP to be 7-10 degrees cooler and less humid, so soothing on a motorcycle, or with windows down or top tucked away. On this day in North Carolina, our Macan refreshes us via its expansive sunroof. While the BRP begins in Waynesboro, Virginia, at mile-post 220 it turns itself over to the Tar Heel State.

The mile-posts found every mile on the right going south, continue their numeral ascent all the way to 469, ending at Cherokee, North Carolina which is located in the Great Smoky Mountains. Folks, let me share this. We all travel the world, but the world travels here to experience the full length of the BRP, and you should too! I can recall reading about F1 star Michael Schumacher who loved to visit the United States from his home in Switzerland, making sure he rode a Harley Davidson down the BRP. As an example, at one parking overlook the Macan was part of a six in a row SUV line-up, with license plates from Massachusetts, New Jersey, Florida, Texas, Georgia and North Carolina.

After purchasing a home near Lake Norman this year, my wife Linda and I have enjoyed having a new convenience to the more southern reaches of the BRP. This two day jaunt would focus on the area between mile-posts 335, just north of Little Switzerland, with its quaint Inn and Spa, on down to mile-post 382, and the must see Folk Art Center just north of Asheville. After our serpentine trek, we enjoyed an evening at The Red Rocker Inn, located in the town of Black Mountain, which sits just east of Asheville. The Red Rocker is pretty much what you might expect to find

*Story and photos  
by Tom Neel*



with most B&Bs, with two exceptions. First, a delicious dinner that brings in more than just Inn guests. Second, walking just a few blocks into town offers up the White Horse Black Mountain, a music venue that is a great find. So, we checked in, went down for dinner, and then took a nice walk to the White Horse to see great jazz with the sublime voice of Roberta Baum. Sa-weet! I should mention, we've done this several times all the way from Northern Virginia too!

Back to the BRP and the mighty Macan. This vehicle is so at home here. Is it even remotely possible that the calculative powers at Porsche could have ever guessed the Macan's popularity? After decades of creating model prefixes with the number 9, the 95B sport-utility-vehicle came to life whipping up the company's profits like a cream based desert topping. Go ahead, put that cherry on top! It is that good. The Macan S is so sure footed and agile, you would think it's a 911 4S Carrera with a lift kit. Yet even lacking Porsche's fabulous rear-wheel steering, its stabilizing presence on a twisty road carries the Macan S through with poise and sure footedness. Specs honestly mean

very little to me. Feel is everything and this vehicle feels superb. This road with any kind of car is worth doing, but it is really worth doing in a Porsche, this one in particular.

Like so much of North Carolina's half of the BRP, this particular 50 mile stretch offers travelers a peaceful pace, closer to heaven in elevation and sports more dramatic views than that of the Old Dominion. A handful of miles offer intimate tree-lined canopies, ancient rock faces, man-made tunnels, then epic overlooks, layered in rolling blues. While our day began with a mystical feeling fog, it gave way to dappled sunlight along our winding path. We cut through fog entering a tunnel and exited in full sunlight. Magical. In a Porsche, this stressless road lowers your blood pressure, as it raises your pulse with rhythmic turns a many. At elevations of four to five thousand feet above sea level, you would think especially for mountains found here in the east, that you're done going up.

Then the BRP hands you Mt. Mitchell State Park. It's like a park within a park, but Mt. Mitchell, found



at mile-post 355.4, is the highest point east of the Mississippi River. After winding your way 8 miles up NC 128 you find yourself at an elevation of 6,684 feet and you feel it too! Above the clouds, the view can be anywhere from spectacular to unpredictable. I was there once on two wheels and if not for the tail lights in front of me, I would have thought I was floating in a cloud the fog was so thick. But on this day, oh baby was it breathtaking. Hum, maybe that was the elevation at work on me! In any event, you can enjoy lunch or walk the extra 300 yards from the parking lot to the summit. Worth doing if you're up to it.

Continuing south you'll find views from Walker Knob at mile-post 360, and just a few miles after, Glassmine Falls - an 800 foot falls you can see from your distant overlook. My guess is this is much more dramatic in the spring, as also would be the case as you pass through Craggy Gardens in the Great Craggy Mountains, found just a few miles past Glassmine Falls. Covered with purple rhododendron from mid-to-late June, the area offers trails throughout its beauty. Finally you make your way towards the artsy Asheville, North Carolina. The Folk Arts Center found at mile-post 382 is home to the Southern Highland Craft Guild. Right on the Parkway, the facility is filled to the brim with artisan works from associated guild members residing in mountain counties even up in the Northern Virginia area.



While the BRP makes its way around the southern perimeter of Asheville and continues another 80 miles or so to its end, for us it was time to take in the town and then head on back north. Asheville is a story within itself. Home to the Biltmore Estate, with its 250 rooms covering 175,000 square feet and set on 8,000 acres, it's the largest home in America. You should make it a must see as you make your own way down the grand Blue Ridge Parkway, in your Porsche of course!



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# Observations on Ownership

Story and photos  
by James Pettit

Three years ago, I acquired my first Porsche and became a member of the marques' world-wide fan club.

After this short period of time I am offering two observations on ownerships:

Every owner has a story about procuring their Porsche, and every owner has found a way to enjoy their Porsche.

## *Procuring the Porsche*

After a 25-year hiatus from owning a sports car, it was time to buy another one. (My first sports car was a 1973, Jaguar E Type, and I owned it for 15 years). Being a life-long car guy, I sustained my interest in automotive state-of-the-art via front-to-back reading of Road & Track, Car and Driver and similar publications. A consistent thread in these readings is Porsche consistently did well in head-to-head comparisons, outperforming and out engineering other cars in their class. Eventually, I decided if there were to be another sports car in my future, it would be a Porsche. All I needed was a confluence of three criteria: cost, performance and a hard top. The search being in earnest after retiring in 2013 and culminated with the purchase of a 2009 Cayman in the summer of 2016.

## *Enjoying the Porsche*

Shortly after buying the car I encountered an identical black Cayman on a racing car trailer. Of course, I struck up a conversation with the owner/driver. He explained the difference between our cars and asked if I had ever run on a track? My answer was - no. I thought "Sounds exciting" and I followed with a question of "How do you that?" That was the start of the thread that led me to PCA, the Founders' Region, Po-

tomac PCA, HPDE, DE, Autocross, Rallies and an occasional breakfast with fellow owners. After sampling these organized events for enjoying a Porsche, my favorites are Rallies and Autocross.

Rallies are a relaxed and fun event, involving navigating a predetermined course, looking for responses to the clues generated by the organizers. Recent responses were barns, bridges and road signs. I use rallies to spend time with an old friend. We turned out to be a good team, with neither getting too excited nor flustered. Our finishes are consistent ties for 4th place along with all the other - out of the money teams. The best chance to talk cars, car buying, and car fun is at the post Rally lunch.

Autocross is rightly about the course runs and safety during the runs. The participants feel: excitement, thrill, challenge, and all at low risk to the driver or the car. I have come to enjoy the in-between times when you can engage fellow gearhead/owners in car talk. These times are; pre-event during check in and tech inspection, while working the corners during the runs, lunch and a post event beer.

One real surprise at autocross was reconnecting with people from my pre-retirement life – a coworker of almost 20 years and a fellow guitar player. We shared the same guitar teacher and probably shared a stage on the nights the students performed. Both are active autocross volunteers.

Here's a summary of owners' Porsche procurement stories:

- Ordered it from the factory
- Bought off the show room floor
- One couple was doing autocross in his and hers







911s; her car was an inheritance

- *“No, this car has not been restored - It’s been in the family since it was new and now it’s my turn to take care of the car”*

- Saved it from the scrap heap
- *“No dude, this is my buddy’s car. Mine’s in a thousand pieces on the garage floor, I’m slowly rebuilding it.”*

Enjoying the Porsche includes all activities mentioned in this article and several more PCA sanctioned and even some non-club events:

- Drive and Dine particularly overnight events
- Single day Destination events
- Club races

And the one we never mention but all are guilty of—leaving the car in the garage and admiring it when taking out the trash. I call this “concours preparation”.

So, what’s the story with the accompanying funky photographs from Autocross 5 at Summit Point Raceway?

Attending club events presents an opportunity for me to enjoy two passions – sports cars and photography. After recording 200-300 technically correct but unremarkable photographs, I discovered an in-camera app called posterization. The camera reduces the exposure to a small number of narrow and intense colors bands, invoking the look of antique, hand painted posters. This poster style was used in the late 19 century and early 20th century advertising events, such as auto racing. There’s an example of posterization on

page 50 of the current, 750th, edition of Panorama. It’s an alternative take on familiar subjects.

Wandering through the paddock, snapping photographs, is also great way to engage people about their car. Conversation ice breakers are, “Can I take a picture of your car? What year is it? Why did you buy this particular car? Is there anything unique about this model?”

At the next Summit Point Autocrosses, look for the guy wandering around with the camera. Introduce yourself and tell me about your Porsche.

• • •

*Jim had been a Northern Virginia resident since his assignment to the Pentagon in 1991. He retired from the Army in 1995 and began his second career – Performing modeling, simulation and analysis of proposed warfighting systems and concepts for Pentagon customers. Jim and his wife Linda retired in 2013 and moved into a new house in Fredericksburg, Virginia. Their son, daughter, daughter-in-law and granddaughter remain in Northern Virginia.*

*Since retirement, Jim has been chipping away at an ever-expanding bucket list. Besides driving his Porsche, he is an avid photographer (president of the community photography club), fisherman, kayaker, scuba diver, skier, cyclist, storm chaser, guitar player in church praise band, world traveler and hiker. His biggest retirement accomplishment was in October 2013—a successful ascent of Mt Kilimanjaro. After 19,300 ft, ever thing else has been downhill.*

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# PCA Potomac's ROCK THE SUMMIT Club Race Rocks the Weekend!

## *First, The Numbers*

Over 150 racers, including 33 from Potomac Region, descended on Summit Point Motorsports Park for 3 beautiful days of Porsche Club Racing on September 20-22. This was the 28th Annual PCA Potomac Club Race at Summit Point – the longest continuous string of any PCA Club Race, and 2019 brought record attendance from racers and guests – over 500 total were on-site. It's also the 50th year of racing at Summit Point Motorsports Park, which hosted its first race in the fall of 1969.

Organizing and running a PCA Club Race requires months of planning from a host of dedicated volunteers. About 130 volunteers, mostly from Potomac Region, manned flag stations and emergency tow vehicles, ran race registration, got the racers and their rigs parked, kept traffic flowing in the paddock, organized dinners and happy hours on Friday and Saturday, took care of sponsors, helped with charity activities, and performed myriad “other duties as assigned” to ensure a successful and safe race weekend. THANK YOU to everyone who contributed to making this event a great success!

For the second year, our charity partner was the Erin Levitas Foundation. After raising over \$14,000 last year, Mike Levitas threw out an ambitious goal for 2019 of doubling that total, and yes, folks, we exceeded that: over \$29,000 was raised through a silent auction, Laps for Charity at lunch on Saturday and

Sunday afternoon, and direct donations. The funds will go toward programs to change youth attitudes and prevent sexual violence. For more information about the Erin Levitas Foundation, see <https://erinlevitas.org/>.

Over 40 Sponsors help make this event possible, providing support for the dinners, happy hours, wine, racer and volunteer gifts, and even a shaved ice truck. Many thanks to the sponsors; without them we could not provide many of the things that make this event special not just for the racers but also for their crew, family and friends.

## *But What About the Racing?*

The event featured three sprint run groups of regular PCA race classes plus a Vintage group for 1989 or older air-cooled Porsches. The regular classes had two 30-minute races on Saturday, and a 90-minute “enduro” race on Sunday. The Vintage group had three 30-minute races, two on Saturday and 1 on Sunday.

A highlight of the weekend was the last race on Saturday: The 944 Cup National Championship Race. 944 Cup is for 4-cylinder front engine Porsches; all 924s, 944s, and 968s can find a home in a 944 Cup class. There are three 944 Cup classes: SP1 allows minimal modifications to 2.5L normally aspirated 944s or 924s, SP2 includes all normally aspirated 8-valve cars and allows more modifications than SP1, and SP3 includes higher horsepower models such as

*Story by Donna Amico*





16 valve models and 2.5L 944 Turbos. Potomac Region's own Robbie Wilson won the 944 Championship Race for SP2. The SP1 winner was Mike Mallais, from Upper Canada Region, and Ed Dunne (Chicago Region) took home the SP3 honors.

Potomac Region drivers did quite well, capturing class wins in E (Evan Close), G (Jim Evans), H (Ryan Magrab), SP2 (Robbie Wilson), SPB (Hunt McMahon), SPC (Patrick James), GTA2 (Stuart Fain), GTB1 (Chuck Harrison), GTC1 (Bob Mulligan), and Vintage classes VU (Dean Drewyer), and V4U (T. Wade Herren). The complete race results can be found at: <https://pcacclubracing.org/results/#Results-Summit>.

### *The Honor Lap*

Only a short time before the Summit Point club race, a young and very promising PCA racer, Sara Edge, was killed in a traffic accident just days after re-

turning from the Road America PCA Club Race. She was only 2 days past her 20th birthday when she was taken from us in a collision with another car near her home in Georgia. Sara was working towards a career as a race driver and had impressed many with her obvious talent, including her coach, Randy Pobst.

At Summit Point, several racers knew her from previous races, and one of the stewards, Bryan Henderson, had been the steward for her rookie race. Bryan instantly agreed to a "missing man formation" pace lap for the second sprint race of the red group, the group she would have been in. Supported by the drivers, the pole sitter Corey Friedman dropped back, leaving the pole position open, and the tribute was then led by Mike Levitas in position 2. The corner workers requested and received permission to come to the track edge to provide an FIA flag salute.

Those of us who were lucky enough to have met Sara found her to be a wonderful person and a delight to be around. She will not be forgotten.

### *A Fond Farewell to a Steward*

After 20 years as a PCA Club Race Steward, Bryan Henderson is retiring, and the PCA Club Race at Summit Point was his last race as a steward. Bryan was the Chief Steward from 2007 through 2010 and again from 2015 through 2018. Bryan was the Chairman of PCA Club Racing from 2011 through 2014 and Co-Chair from 2015-2017. Mike Hoke, the lead Steward for the Summit Point race, presented Bryan with a plaque at the Saturday morning driver's meeting in order to commemorate his very significant contributions and service to the PCA Club Racing Program. Bryan will be staying very busy with civic duties and volunteer activities close to his home in Texas.

### *Looking Ahead to 2020*

The Club Race Committee is already planning for the 29th Annual PCA Potomac Club Race at Summit Point to be held in September of 2020. You can be part of next year's event. If getting that Club Racing license isn't part of your current plans, then come out and volunteer for what is always a fun and interesting weekend. Club race sponsorships may also be a great way to promote your business. Please contact [clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org) to learn more and be part of the action in 2020.





# Potomac PCA Racer Wins 944 Cup National Championship



Record setter. Race winner. National champion.

That's a pretty impressive resume and might even be reasonable career goals for many. Potomac PCA Club racer Robbie Wilson did all of that — in a week-end.

Wilson, 22, of Frostburg, MD was the man to beat, and nobody did at the 28th annual Potomac Region Porsche Club of America Club race event at Summit Point Motorsports Park. The meet featured the 2019 National Championship Race for the Porsche 944 Cup Series with 32 of the best Porsche 944 racers in the nation competing and Robbie ended up on the top spot on the podium.

So how did all this come to happen? The story is not extraordinary; in fact, it is quite a simple progression. Since Robbie has been a youngster, he has been the definition of a “car guy.” At an early age, he could identify cars by the shape and sound they make as well as know some of the performance specs, engine sizes, and unique features that make them go fast.

He also had a fascination with anything with wheels and a motor, either electric or internal combustion. It started with Power Wheels, then a motorcycle, then a downhill racer soapbox derby car, and then into the

beginning of a love of motorsports....Go Karts. Robbie competed in the Summit Point Kart youth league when he was in his early teens and won several of the season championships. But the ultimate goal was to get into a real race car.

Robbie has been going to racetracks with me since he was eight years old. I am also a 944 racer and Chief Instructor for the Potomac Region. Robbie would be in charge of “crew chief duties” which included changing tires, fueling the car, changing brake pads, and being a spotter on the radio while dad was competing on the track.

But in 2012, things began to get real for Robbie. A good friend was selling his autocross prepped Porsche 944. I bought the car relatively cheap for Robbie to work on and get to “learn how to wrench.” In addition, he would one day hone his driving skills at the monthly Cumberland Airport Autocross Series events. That winter, Robbie helped refresh the suspension, rebuild the engine, scraped off undercoating and sound deadening material and other tasks to make the car reliable, lighter, and faster.



When the snow finally melted and the autocross season had begun, Robbie assisted in course setup and design. When he turned 16 and got his driver's license, he put all of the skills learned from the go kart track to use in a full size car and was fast from the start taking class wins on numerous occasions.

As in any progression, the desire was something bigger. In this case, it was the racetrack. In 2014 at age 17, Robbie attended the WDCR region SCCA Club Race school and earned his competition race license. He competed that year in the MARRS road race series and had some top five finishes against veteran racers. The following year, Robbie turned 18 and could race with PCA and his dad. And race he did. He had four

*Story by Steve Wilson (proud father).*

*Left: Robbie on the podium with a first place win. Photo by Steve Wilson.*

*Below: Robbie helped refresh the suspension and rebuild the engine on this 944.*

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first place wins that year but the most important one came at the 2015 944Cup National Championship Race at Summit Point which he won and was crowned the 2015 944Cup National Champion.

Success on the racetrack has continued and progressed exponentially. According to Rennpoints, Robbie has competed in 67 races, has 33 class wins and has been on the podium in 60 of those races. He currently holds track records at NJMP Thunderbolt, VIR, PittRace, and Summit Point and Robbie has been on the podium every year in the PCA National Points Standings since 2016.

At the Summit Point Club Race this year, no one was more dominant in the green group sprints than the 2015 graduate of Mountain Ridge High School, who set the track record for SP2 class with a time of 1:22.787 during the first practice session.

He won Saturday's first sprint race by more than two seconds, and in the second sprint race, which doubled as the championship race for 944 Cup, Wilson led from start to finish, claiming the SP2 class by more than 21 seconds and earning the 2019 944 Cup National Championship.

He also had a big day on Sunday in the 90-minute orange enduro race, charging to victory in his class and finishing ninth overall among much higher horsepower E/F/G/H/I/SP3/SPB and SPC Porsche race cars. Wilson's next closest in-class competitor was two laps down.

For the year, Wilson finished on the podium in every Porsche Club of America race, scoring 12 wins and adding three second places and a third at iconic racetracks like Watkins Glen, Mid-Ohio, Virginia International Raceway and New Jersey Motorsports Park.

With 12 wins and 16 top-3 finishes, Wilson is in the top spot for the Porsche Club of America National



Points Series for the United States and Canada in the SP2 class.

Robbie Wilson lives and breathes cars. He has competed in other racing events such as the Polish Mountain Hill Climb. He is also a Nationally Certified Porsche Club of America High Performance Driving instructor, which he completed when he was only 20 years old.

The Potomac Club Race is the oldest running Porsche Club of America race in the United States and is held every fall. The 944 Cup series holds its annual championship race at different tracks across the country and it was decided by series director Dave Derecola to hold this year's championship race at Summit Point, which hosted the very first 944 Cup more than 20 years ago.

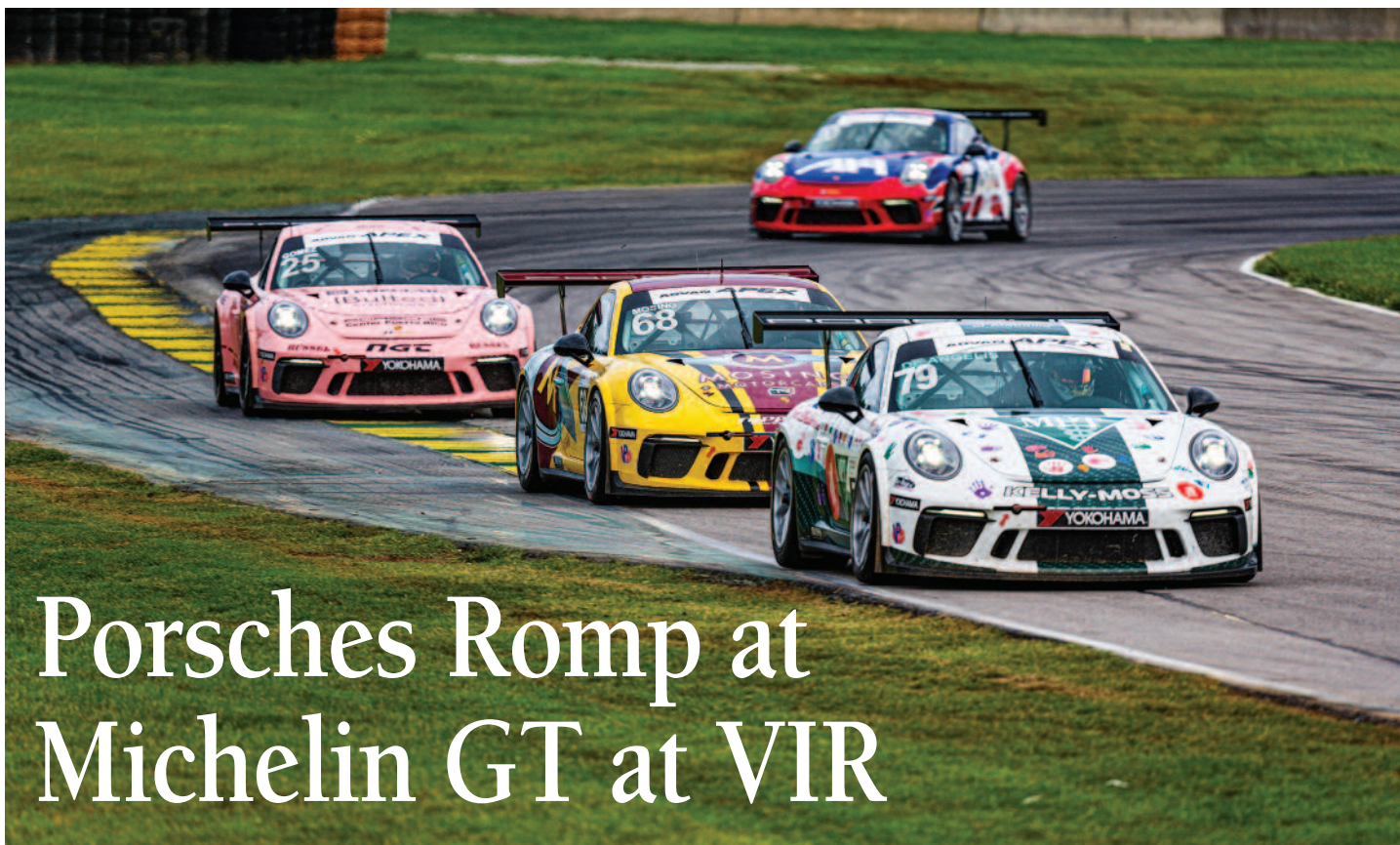
Robbie, also a 2015 graduate of the engineering program at the Allegany County Center for Career and Technical Education holds several NIMS certifications in manual machining and is currently a junior Mechanical/Aerospace Engineering student at West Virginia University. Robbie has hopes to someday put his driving skill and mechanical knowledge to use with a professional race team. Regardless, he just wants to go fast...

*Above: He had four first place wins that year but the most important one came at the 2015 944Cup National Championship Race at Summit Point which he won and was crowned the 2015 944Cup National Champion.*

*Below: He is also a Nationally Certified Porsche Club of America High Performance Driving instructor, which he completed when he was only 20 years old.*







# Porsches Romp at Michelin GT at VIR

Story and photos  
by Ken Marks

ALTON, VA – Another year, another great race, particularly for Porsche enthusiasts. The weekend was another chance for the GT cars to shine, since only GT Le Mans (“GTLM”) and GT Daytona (“GTD”) classes would appear. The Daytona Prototypes would have the weekend off.

Saturday dawned rainy and wet! Lots of cars were off and on the track during the first practice of the day. But only the No. 44 Lamborghini Huracan GTD (driven by John Potter) would actually hit a barrier. Nonetheless, Potter’s car was able to limp back to the pits under its own power. In GTLM, Laurens Vanthoor (in the No. 912 Porsche 911 RSR) was fastest followed by Nick Tandy (in the No. 911 Porsche 911 RSR) close behind. In GTD, Jerome Bleekemolen (in the No. 33 Mercedes-AMG GT3) was fastest. However, this was only first practice and the cars still had to qualify.

Qualifying began at 12:35pm. By this time, the track was wet but drying. Temperature was 67 degrees. First to take the track was GTD and Zacharie Robichon (in the No. 9 Porsche 911 GT3R) was fastest at 1:45.826. (This Porsche is sometimes called the “Lumberjack Car” due to its red and black plaid paint scheme.) Robichon was followed by Frank Montecalvo (in the No. 12 Lexus RC F GT3) with a time of 1:46.150.

The GTLM cars were next. Laurens Vanthoor con-

tinued his practice pace and put the No. 912 Porsche 911 RSR on the pole with a time of 1:40.630. Nick Tandy slid off the track during his final qualifying run. His car suffered minimal damage but the best time he could post was a 1:41.615 from an earlier qualifying lap; good enough to qualify 6th. Jan Magnussen (in the No. 3 Corvette C7.R) qualified second with a time of 1:40.708. Qualifying showed that the race would be very competitive.

Race day, Sunday, was overcast, but dry. At 9:11am, the temperature was 65 degrees. At the green flag (at 1:36pm), Nick Tandy slashed his way from 6th to 2nd place at turn 2. Laurens Vanthoor continued in first place. In GTD, Robichon’s Porsche continued to lead from the pole.

The first yellow flag appeared after Robby Foley spun in the No. 98 GTD BMW M6 GT3 after contact in Turn 5 with Corey Lewis in the No. 48 GTD Lamborghini Huracan GT3. During the yellow, Patrick Pilet took over for Nick Tandy in the No. 911 Porsche 911 RSR. Vanthoor remained behind the wheel of the No. 912 Porsche 911 RSR. However, Pilet beat Vanthoor out of the pits and into first place in GTLM. Robichon continued in first place in GTD after the GTD cars pitted.

At 2:30 pm, Robichon was passed by Trent Hindman (in the No. 86 GTD Acura NSX GT3) for the lead in GTD. Five minutes later, Gar Robinson in the No.





74 GTD Mercedes-AMG GT3 passed Hindman for the class lead. Scott Hargrove (having taken over for Robichon in the No. 9 Porsche 911 GT3 R) re-took the lead in the class.

At 2:49 pm, Patrick Pilet pitted, and Nick Tandy took over to drive the last stint and Laurens Vanthoor took lead in the class. But Vanthoor then pitted and Earl Bamber took over driving duties. Ryan Briscoe (in the No. 67 GTLM Ford GT) took the lead when Vanthoor pitted. It was not long before Earl Bamber re-took the lead from Briscoe.

At 3:25 pm (60 laps), Mario Farnbacher in the No. 86 GTD Acura NSX GT3 took over the lead from Scott Hargrove in the No. 9 GTD Porsche 911 GT3 R. Farnbacher was promptly passed by Jeroen Bleekemolen in the No. 33 GTD Mercedes-AMG GT3.

At 3:30 pm, Earl Bamber was leading GTLM in the No. 912 Porsche 911 RSR, closely followed by Nick Tandy in the No. 911 Porsche 911 RSR (1.234 secs behind). Antonio Garcia in the No. 3 Corvette C7.R followed in third (8.497 secs arrears). Nick Tandy took the overall lead when Bamber pitted for fuel and tires.

At 3:55 pm, Katherine Legge (No. 57 GTD Acura NSX GT3) hit the tires in turn 9 hard and bent the Armco barrier. She was out of the car promptly. The yellow flag came out while Legge's car was removed

and the Armco repaired. The cars bunched up behind the VIR pace car. Prior to the yellow, the Porsches were around half a minute ahead of the third place Corvette (which was closely followed by the other Corvette).

At 4:07 pm, the green flag came out and at 4:17 pm the checkered flag was shown to Nick Tandy in the No. 911 Porsche 911 RSR. Porsche had controlled the race from the start; taking the top two places. Antonio Garcia in the No. 3 Chevrolet Corvette C7.R finished third.

Jeroen Bleekemolen in the No. 33 GTD Mercedes-AMG GT3 finished first in GTD. This was the first win of the season for the Mercedes-AMG team. Mario Farnbacher in the No. 86 GTD Acura NSX GT3 finished second. Toni Vilander made a last-lap pass on Scott Hargrove (in the No. 9 GTD Porsche 911 GT3) to move the No. 63 GTD Scuderia Corsa Ferrari 488 GT3 onto the podium ahead of the GTD Porsche.

The GTLM margin of victory was 0.737 seconds, and the winning car had travelled 287.760 miles in 2 hours 41 minutes 28.773 seconds.



# Swiss Alps with Porsche Travel Experience

*Story and photos  
by Greg Seemann*

Never underestimate casual conversations with your Porsche DE students! Especially regarding Porsche Travel Experience trips they have taken and highly recommend. This is exactly what happened to me as a result of a trip to Road Atlanta in 2016 with some fellow Potomac friends. The thought of driving a new 991 through Northern Italy and the Swiss Alps stuck in my mind and the only way to treat it was to do it! My wife Mary and I were going.

These trips are popular and generally you need to reserve a spot a year in advance for any of the several available trips. Understanding that the Porsche Travel Experience is first a driving tour, not a chill vacation, considerations to us were geography, amount of daily driving, scenery, hotels and food. All Porsche trips are reviewable on the Porsche website and are truly first class. Swiss Alps was available and hit all the sweet spots for us. The only real question we had was who would we be driving with? Like every other variable we were rewarded well in this category.

From Milan Airport a private car pick up drove us to Lake Orta, San Giulio, Italy. Happy Hour on the patio at Villa Crespi provided introductions to the other driving couples as well as the Porsche personnel conducting the trip including our lead drivers, marketing folks and even a few photographers. There were 16 total guests from the US, South Africa, Hong Kong and Germany. Following introductions we had dinner at the hotel at Cannavacciuolo which features a 2 Michelin Star restaurant. One of the items on the menu was cooked in “octopus water” which I needed clarification on from the chef. Flavoring from the water used for main course was the answer. Ok, serve it up.

The next morning, we had a group meeting at 8:30 to discuss rules to follow, speed laws and cameras, similar to a DE morning meeting. There were two groups of four cars following a lead Porsche driver. We got a new, grey 991.2 C4S. All the cars were 991.2



cabs or hardtops, C2S and C4S. Interestingly, lead instructors were in orange 718 GTS'. We were all connected by two-way radios. The instructors knew the roads well and anticipate oncoming traffic, construction zones, (we even had a landslide we had to re-route around) very professionally. This was invaluable and provided very spirited driving when the roads were clear and our guy said "OK, let's go"! Twist my arm, right?



Our first lunch was on the patio at Cervo in Zermatt with an inspiring view of the Matterhorn. Short shopping stint in town after lunch then on to Andermatt, destination the Chedi Hotel & Resort. We traversed three mountain passes, Simplon, Neufenen (2478 meters) & Gotthard this day. Many switchbacks going up and coming down. The C4S handled the terrain well, especially the climbing. We are so close to the edge of the road, in many instances if Mary had held her arm out it's a 2,000 foot drop. Suffice it to say it helped my concentration.

The Chedi Andermatt is a very well sorted hotel and we spent two nights there. Although all hotels on the trip were great, we agreed this was our favorite. It's a huge ski resort in winter and very elegant but low key and quiet. Food available all hours and delicious.

We fire up the machines at 9:11AM (every morning), put it in Sport mode (tried Sport Plus a few times, didn't need it) and head out. I would say this was the day I went as close to 10/10ths as I could and the terrain was spectacular. Lunch at 2500 meters and a view of Oberaargletscher Glacier & Lake Grimsel Dam near Berne. We drove the Susten Pass, where a James Bond movie was filmed, then back to Chedi Andermatt. That evening there was a cheese and wine tasting party and dinner with the group. As my old friend & fellow instructor Andrew Fort told me when I joined Potomac, "Nobody should be allowed to have this much fun". I cannot think of a better way to describe it.

The next morning we requested and switched to a yellow C2S Cab, Porsche was happy to accommodate us. Destination for

lunch was Davos, Switzerland, site of many G8 meetings with lunch at Teufi, a very quaint country inn. Mary drove for 90 minutes and did great on some very narrow mountain passes. After lunch our destination was St. Moritz.

We hit a nice straight stretch after coming down one of the passes. There was a train on an elevated railway right next to us moving pretty quickly. Hammer down, caught and passed the train. Saw 180 kmh on speedo which was as fast as we went on the trip. Mountain passes included Flüela, Fuorn & Bernina.

We roll into St. Moritz at the Suvretta House - pure luxury. Happy hour again, at this point I preferred a beer to all the wine and champagne every night. The bartender was glad to oblige with a local lager named Calanda which was excellent! Dinner was jacket and tie, very formal. Gravitated afterwards to one of the bars in the hotel with some of our group for live music and a night cap.

The final day we departed St. Moritz for our origination site back in San Giulio. The morning ride started flat and fast, weather had been great all week. On our first high pass, we hit our first rain of the week so put the 991 into Rain mode, it helped. Half way point was Ascona, Italy on Lake Maggiore for lunch. We continued down west side of Lake Maggiore to our final leg back to a safe conclusion.

Final dinner was attended by all on an island on Lake Orta. The Porsche team was very gracious and appreciative for having a safe, fun week and thanked us for our cooperation.

Our entire group ended up in the hotel bar for drink and I had to try a few good jokes with this group, do admit we all had a good laugh.

If you are considering a trip like this, I can only say do it!





[illegible]

alan@sandboxfp.com

## A man in a dark suit and red tie stands with his arms crossed next to a bright yellow Porsche Carrera GT. The car is parked on a paved surface, and the background shows a grassy area and a house under a blue sky with clouds.



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# 2019 European Festival

*Photos by Charlene Truban*





## September 2019 new Potomac members

John Anderson - 2010 911 Carrera S - from Alexandria

Bryan Ashewood - 2003 Boxster - from Brookeville

Alan Berson - 2017 Macan Turbo - from Washington

Brad Blackmon - 2003 911 Carrera 4 Cabriolet - from Takoma Park

Michael Borja - 2015 911 Carrera 4S - from Ellicott City

Richard Carr - 2018 718 Boxster - from Silver Spring

Raj Chaudhury - 2016 Cayenne GTS - from Ellicott City

Scott Davis - 2008 911 Carrera S Coupe - from Washington

Robert Dillon - 2003 911 Carrera 4S Coupe - from Silver Spring

Charles Harms - 2012 911 Carrera Coupe - from Alexandria

Syed Hassan - 2014 911 Carrera Coupe - from McLean

Mark Hudjohn - 2019 911 Carrera GTS Coupe - from Stafford

Danny Hughes - 2019 911 Carrera S coupe - from Vienna

Jose Marroig - 2007 911 Turbo - from Arnold

Chip Merrill - 2015 911 Carrera 4 - from Alexandria

James Nevins - 1985 928S - from Catharpin

Kevin O'Riordan - 1998 Boxster - from Reston

Alexander Reeves - 2018 718 Boxster GTS - from Washington

Juan Sese - 1983 944 - from Reston

Doug Smith - 2019 911 Carrera T - from Leesburg

Donald Stout - 2012 911 Carrera S Coupe - from McLean

Anthony Sturgess - 2015 911 Carrera - from Rockville

Dave Terzian - 2012 Boxster - from Potomac

Jason Webber - 2016 Cayman GTS - from Alexandria

Matt Workman - 2008 911 Carrera Cabriolet - from Vienna  
Brigitte Zarlena - 2007 911 Carrera Cabriolet - from Fairfax

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## October 2019 Potomac anniversaries

### 45 Years

Matthew De maria

### 35 Years

Tilman Foust & Joan Drozynski  
Scott & S. Brooks Hunt  
Stephen Ridder

### 30 Years

William & Carol King  
M Schottland

### 20 Years

T & Lynne Jones  
Michael & Lisa Klassen  
Joseph & Felicity Tagliareni  
Jonathan Winter

### 15 Years

Ardyanto Alam & Azies Lim  
Michael Jones  
Kevin & Cindy North  
Anthony & Cindy Pagonis

### 10 Years

Richard & Marie Bamford  
Robert Frank  
Gregory & Teri Guarnaccia  
Catherine & Claire Malinowski  
Steven Oh  
Michael & Patricia Vanacore  
Howard Weissman & Kristin Williams

### 5 Years

Jay Burmaster  
Michael Campbell  
Manny & Andrea Carlos  
Mike & Lynn Causey  
Frode Davanger  
Thomas Hershey  
Karen Hynes  
James Mitchell  
William Rightor  
Jon-David Schlough  
Larry Smith & Vicky Bailey  
Mark Stevens  
Dawn Van Dyke  
John & Marylou Whisler  
Eddy Yager  
Jason Zuckerman



## Contribute to der Vorgänger

### Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

on Sal Fanelli, who owns a Porsche tractor.

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

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

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

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

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

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# Readers and Their Cars

*Right: Max & Rhonda Moser with their 1994 968 Cabriolet. Photo by Charlene Truban.*

*Below: New member John Kang with his 2019 GT3 RS. Photo by Charlene Truban.*







Left and below: Steve Hunt and his RS America at the Gathering of the Faithful event.

In the last issue we reported his name incorrectly. Sorry Steve!







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*Photo by Ken Marks*

