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Cover photo: A nice selection of Porsches parked at the VIR. Story on page 19. Photo by Ken Marks.



## der Vorgänger

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# Why Do I Do This?

Our club has an amazing history. Going back to the early days of Porsche itself, our club has succeeded in bringing together owners of these amazing cars. There was a desire to talk with others who share the same passion in a group that doesn't think it's weird we obsess over a collection of metal, plastic, and rubber parts.

Part of this history is captured in our monthly publication. You're reading it now. The history of this magazine is an interesting tale in itself, with periods of varied publication regularity... and some dark years with no magazine at all.

This club is entirely run by volunteers, so if we don't have anyone able and willing to do something, it might just not get done. Three years ago the previous editor, Richard Curtis, was ready to step down after five incredible years of rebuilding this magazine. I felt like this was a way I could contribute back to the club. I don't get to all the events because of family events and a busy work life, but I can live vicariously through everyone else as I see their photos and read their stories as I put together each month's issue.

It's not easy. I had never done something like this before. Heck, I just type all day (software developer by trade), so getting into the world of publications was definitely a learning experi-



Glenn Cowan



Michael Sherman

ence. There are times when there is a deadline coming up and I have a family event. There are times when we don't have enough content to fill 32 pages yet I need to get the final off to the printer. But then there are times when I get the printed issue in the mail and really enjoy seeing how we're capturing the history of our club in print.

Many of our regional clubs have gone to all-digital magazines. It is my humble opinion that much like our cars, holding on to a printed magazine and feeling the pages is something indescribably special. It's something you know is different, and again like our cars, harkens back to a past which makes the thing important.

Yes, editing a magazine is tough. I couldn't do it without my partner in crime, Glenn. But it's also rewarding in seeing the final product laying out on the coffee table of a local shop or Porsche dealer. It's rewarding knowing that each of our members gets one addressed just to them, waiting in their mailbox each month so they can see what everyone else is doing in the club. I hope we have a good mix of club event coverage, DIY, Porsche racing, and random car content to keep most people reading. Let us know at [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org) if there's anything we should change.

—Michael

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# Thanks

Robert Putnam, in his seminal work on American society, *Bowling Alone: The Collapse and Revival of American Community* (2000) recognized the central importance of voluntary associations in our civic life. PCA is exactly the type of organization he extolled as crucial to the vibrancy of our society. We know it's not about the cars, it's about the people. Our people, like members of every voluntary civil society organization depend on the extraordinary efforts of our elected officers and program leadership (see Page 8) to provide direction and management of a myriad of activities. Without active members no one shows up, without leaders there is nothing to show up for.

Every now and then each of us should think about what is required to run PCA Potomac. Every event takes hundreds of volunteer hours of planning and management. The number of evenings and weekends dedicated to PCA by scores of volunteers are beyond reckoning. And as far as we can tell, no one is asking to be thanked. The leadership just wants us to show up and have a good time.

This is particularly true for the officers of our club. Howard, David, Mia, Michael and John each have personal and professional lives, separate and apart from PCA



Howard Hill

— where they get the time for both is uncertain. Every event we attend, one or more of our officers seems to be there. Every planning meeting of the two dozen or so programs generally has an officer in attendance. It's a lot of work. Sometimes it's surprising that they keep putting their hands up when asked to step up. Next time you see any of these folks, we are sure they would appreciate knowing how much you enjoy the results of all their work.

It's somewhat ironic that a German car club embodies so many of the core values of American civil life - we should all feel good on many levels about not having to drive alone.

- dV Editors



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Photograph by Ken Hills - PCA Potomac Club Race 2015



# Potomac's calendar

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

## October

- 1 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 1 Potomac's European Festival Concours, 1pm – 6pm.
- 2 Autocross event #5, Bowie Baysox Stadium, 7am – 2:30pm.
- 8 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, 8am – 10am.
- 8 Potomac Rally #4 Fall Foliage Rally, start at the Merrifield Garden Center in Gainesville VA, 9:30am – 3pm.
- 15 Tech inspection for Summit Point, ASG, 9am – 1:30pm.
- 15 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 16 Autocross event #6, Bowie Baysox Stadium, 7am – 2:30pm.
- 21 Volunteer Day DE, Summit Point, 6:30am – 5pm.
- 22-23 Summit Point DE, 6:30am – 5pm.

### Calling All Ralliers!

The final rally of 2016 is scheduled for Saturday October 8. Don and Haf Zink have worked hard to create an enjoyable drive through the Virginia countryside. We will meet at Merrifield Garden Center, 6895 Wellington Rd, Gainesville VA. The format is "All About Speed". The route is approximately 65 miles and should easily be finished in under 2 hours. We end at Rappahannock Cellars in Huntley VA. Drivers meeting will be at 9:30, first car setting off at 10:00. The cost for the rally is \$30 per car. Wine tasting can be purchased on your own for \$10/each which includes 7 wines. There is also a picnic area where you can relax. To register for this last rally email [rally@pcapotomac.org](mailto:rally@pcapotomac.org).



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## Potomac Monthly Brunches

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

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

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

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

## Cars & Coffee

### Hunt Valley, MD

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

### Burtonsville, MD

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

### Great Falls, VA

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

### Bethesda, MD

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



# Porsche Launches its Experience Center – And Me – in Atlanta



*Story and  
photos by  
Sydney Butler*

**July, 2016** – I had prepared well for my trip from DC to the Porsche Experience Center in Atlanta. Check list was complete. Booked an 11AM track time in a 991.2 Carrera S. Packed Porsche Camp 4 backpack for the one-day turnaround trip. Arrived Reagan National at 5AM for 6AM flight. Sat in favorite aisle seat. Raced through Atlanta airport. Caught Uber to Center, checked in, had espresso in Carrera Café. All done.

And now, precisely on time, I was in the driver's seat of a Guards Red Cabriolet alongside my instructor at the start of the "Dynamics Area" straight on the "Driver Development Track". My old Boy Scout motto – Be Prepared – came to mind. I smiled smugly. Sud-

denly, my instructor barks, "Press hard on the brake, floor and hold down the accelerator pedal for five seconds, then lift off the brake."

I was definitely not prepared for what happened next. The car slammed forward, my neck shot back, my hands seized the wheel, my eyes blurred. BAM, 1st to 2nd, BAM, 2nd to 3rd, BAM 3rd to 4th, BAM 4th to 5th! Then somewhere near my right ear a voice says "HIT THE BRAKES HARD, NOW! The car stopped as suddenly as a mosquito on flypaper. Years, and all preparation cockiness, had disappeared in 5 seconds. For an instant I was disoriented, but then realized that the (expletive deleted) gasp I heard was my own voice.





If any of you readers have misgivings about the turbo engines in new Carreras, you are either aircraft carrier pilots or fuel dragster drivers. I have driven many Porsches over 50 years, including my previous highly tuned 996 Turbo and my current 550HP Cayenne Turbo, and this 991.2 Carrera S is as much as my 74 year old body can endure. Think Cape Canaveral.

Next up in my "driver development" was the kick plate, an evil device that challenges your ability to recover from sudden, and I mean sudden, oversteer. I approached the wet pavement at 15 mph, then a shift plate instantly threw the car sideways into an uncontrollable spin. My job was to catch the car mid-spin

and guide it straight down the slippery track. I imagined the whole world laughing as I repeated my attempts, like a ballet dancer continually falling during a pirouette. When I finally mastered (sort of) the correction, I realized just how precise and controllable the car was. I was the problem, the car was doing it job perfectly.

My development continued – the low friction circle and handling surfaces, the turntable, the straights and sweeping turns – and in each instance the car stayed solid, responsive and fantastically competent. My confidence built and I began to get what my parents called "The Big Head". But once my drive session was over, my confidence faded and I yet again marveled at



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the wonder that is a Porsche. The decades of engineering, the lessons learned from racing, the continued focus on driver enjoyment and safety, the WHOLENESS of it all. I was grateful, and just darn lucky, to have experienced such a masterpiece.

The rest of the day was a relaxing treat. My long-time friend David Harris had joined me on the trip, and we had lunch at Restaurant 356, drove 919 Hybrids at leMans (okay it was in a simulator), toured the Classic Museum and Restoration Center, and admired a trio of paint-to-order Porsches – a Miami Blue Targa; a Maritime Blue Boxster; and a Tiffany Blue Cab (specially ordered for its owner's wife who loves gift boxes from that high-fashion house).

At the end of the day, I boarded the Delta flight home and reclined in my seat to reminisce. I thought about the decades of preparation by Porsche for its racing, products, entry into major markets, dealership infrastructure and support, and now for an Experience Center which immerses you into the performance and quality of its brand. Just before I nodded off, I smiled as I remembered the 991.2's brutal jolt to my cocky preparedness. And, type A person that I am, vowed to be even more prepared for my next visit – this time with a neck brace stuffed into my backpack.

...

For more information, see  
<https://www.porschedriving.com/centers/Atlanta>







# Baby's Got The Blues

*Story and  
photos by Tom  
Neel*

It's kind of comical how stories drop into my lap, seemingly out of the blue! A funny thing happened to me on the way to owning another Porsche. I bought a blue car. This is something that hasn't happen in oh, about 40 years when I bought a 1964 Plymouth Fury. Thinking back on that experience, it being blue was unfortunately the best part of the car. As a young man, it became my lesson on being taken advantage of and possibly there in lies my avoidance of the blues since. Fast forward to the 2015 Sapphire Blue Carrera sitting in my garage and my fascination with the unique color is happily appreciating again quickly.

Now here's where things get interesting and I may as well just deal with this elephant in the room up-front. I'm an artist. There, I've said it. Okay, okay, remove your stereotypical thoughts and visuals. Truth is, now 61, my first career was everything automotive. But by 33, I'd taken my joy of art and made it a long career. Today I paint paintings for a living, even one's of cars! I share this because paint and especially paint color, has been a necessary tool of my trade and even during those car career years, I was an automotive painter too. So let's just say this is a little artist's perspective on blue, but in the direction I'm going, the color green, red or purple could similarly apply.

A close Porsche owning friend and I attended the 33rd Deutsche Marque Concours d'Elegance in Oakton Virginia. My friend hadn't seen my blue 911 yet, and he loves and has owned several blue cars which include his latest acquisition, a 2016 GT3RS in his paint to sample blue. As we walked among the many decades of Porsches, the ocean of blues bubbled to the surface of our topics. Some were familiar, yet others created car owner inquiries of the color's name? My

friend shared that among Porsche owners and especially the paint to sample bunch, the color blue is a hot topic.

Like many of you, when I think of Porsche, I don't so quickly think about blue. Yet from a historic standpoint it's so easy to think about Gulf livery painted powder blue schemes with a Gulf orange stripe down the middle. Yet certainly silver, white, black and red dominate the color range and then even grey and yellow elbow their way onto the chart. Still, since the earliest days of Porsche's history, the color blue has more than had its place among the color samples and choices.

From an artist's standpoint the color blue is considered a primary color along with red and yellow. What this means is that these three colors are responsible for all the other colors we conjure up, and in fact, if mixed together, the three of them create a black, canceling themselves out as the absence of color. As most of you have a color printer, likely an ink jet, think about the ink colors you buy for it. Cyan (a blue), Magenta (a red) and yellow, with then black, which on its own takes care of text and the contrast portion of printing photos, and saves mixing the other three. So, you know these are the only colors you are putting in and you also know if you print a photo of green grass, it's green or a purple flower, it's purple right? But you don't ever buy green or purple cartridges. How then can this be?

So, there is a thing called a color wheel. Think of it as a pie chart. Now divide the pie chart into thirds, a blue one, then red and yellow. Okay, blue now has red to one side and yellow to the other. If you take the

blue and mix it with the red you will get a purple, this depending on how much red you put in the blue. If on the other hand you mix the blue with the yellow, you will get a green and if you say the heck with the blue and mix the red and yellow together you get an orange. So now you could make a new pie chart with six pieces instead of three. Starting with blue, you would then have green between it and the yellow and then orange between the yellow and the red and then purple between the red and the blue. Guess what? You can keep mixing and spitting the colors from there for endless options and that's what paint scientists do.

Now not to further complicate but to educate, what I have just explained not only gives you colors, but gives you what artists call "hue". You see, if you start with a blue and mix just a little red, giving you maybe a royal blue, that would be a different "hue" than adding more red, thus making a navy blue. In turn, this blue would be different than if you mixed the blue to the other side using yellow, as your blue would turn more green, think turquoise or teal blue.

Okay, one more step to go. Now you know that hue is basically all of the tonal colors of blue [or any color], but there's also light and dark right? Now different paints and inks work differently, but we need to think in terms of shade or light and dark. This is called a color's "value". If you mixed your blue as shown above, you could take any tonal variation and change its "value" by adding white or black. This is called a grey scale which begins with black at one end and white at the other, or in our case, midnight blue and a gulf blue. Mix those two together and you have a medium blue right? Or depending on how much, you can have every light to dark combination of every hue in between.

We now have a hue and a value and those two things alone can make up millions of variations of colors of blue. Of course we can further complicate matters by also having transparent colors where you then see through the layers of paint to see a base color below. Think of a swimming pool which most people see as blue. The water is not blue, it's transparent. It's the sides and bottom of the pool being painted blue that give the appearance of blue. Most know of candy apple red paint too for example. All candy apple red is, is transparent red paint layers over a base coat of gold or silver. A black cherry color is the same thing just sprayed over a black base.

Last there is metallic or pearl colors, where micro pieces of metal are in the paint and the result of these tiny particles all being at different angles [reflecting light] affects what you see by the light visually altering value. Even more complex, what is around the paint, including the sky and clouds, trees, or even another car of a different color altogether, can be reflected in the paint, altering its visual hue and value. Think of this in the way of chrome plating, which is not a color,

but a reflective surface. So, the color of chrome is determined by what is reflected on its surface and shiny paint is reflective as well. This makes paint complex, color matching and choosing frustrating, but all of it also fun.

I snooped into Porsche blues over the years and here a good taste of the range. Aquamarine, Adria and Adria blue metallic, Adriatic, Alaska, Albert, Ancona, Anniversary, Aetna, Aqua, Azure, Azzuro, Bali, Bahama, Baltic, Blue, California, Caribe, Club, Cobalt, Dalmatian, Dark Blue Metallic, Estoril, Emailblau, Fountain, Gemini, Glacier, Gulf, Horizon, Ice Blue, Ipanema, Iris, Laguna, Lapis, Light Blue metallic, Lilac, Marathon, Maritime, Meissen, Mexico, Midnight blue, Minerva, Moonlight Blue Metallic, Night blue metallic, Ocean, Olso, Olympic, Oxford blue (dalmation), Pastel, Polar, Riviera, Royal, Sapphire, Steel blue, Venetian Blue metallic, Voodoo blue, Wakeboard blue, Yachting blue metallic, Zenith, Zircon, and I think their newest blue for 2017, Graphite Blue. Whew! ... and to you experts out there, pardon any I missed.

Porsche, ever wanting to please its clientele, has offered a program it calls "Paint to Sample". For a premium price of around \$6,000. over its standard and even optional color offerings, [with limitations] they offer the ability to have your new Porsche ordered and painted to your sample. Okay, okay, before you grab your favorite old pair of blue jeans, or the pillows off the sofa, be mindful of the limitations and why they might exist.

First, as much as Porsche aims to please, the sheer logistics of this option is mind boggling. Second, cars and their painted parts, especially Porsche's, are not made of one material. Parts of your car can be aluminum, polypropylene or thermoplastics, composites or carbon fiber and other such things, and all have different adhesion characteristics, primer types and applications, fade resistance and color matching results. Porsche needs to know, and trust me you want them to, that the blue you order will both be and remain the blue you get.

So, while Porsche is trying to please you, I'm sure it is not without complex color testing and piles of frustration. Therefore, colors must be approved and done so again and again as materials change. Thus, choosing if at all possible from their fairly vast list of annually approved colors is what I would call, playing fair. This process is also as I understand very limited in the periods they allow you to have this option and it takes months longer to get your new baby home, only in this case, just because it's blue doesn't mean it has to be a boy!

In the end, the color blue is among the favorite hues to do and one which Porsche owners place great value in!



# The Hilton Head Island Motoring Festival and Concours d'Elegance

Story and  
photos by John  
Truban

The Potomac Porsche Club is honored to have been selected to participate in the 2016 Hilton Head Car Club Showcase on Saturday, November 5th. The event is being held at the Port Royal Golf Club in Hilton Head, South Carolina. The Potomac Porsche Club has selected cars to represent the club at the event and to compete for awards. These cars were selected to represent various aspects of the Porsche Club, such as Concours, Racing and Porsche Parade. They were also selected to represent Porsche cars from a variety of eras. Some of the vehicles chosen are show cars while others are high mileage drivers – each chosen because of what they contribute to the Potomac Porsche Club Team competing at this year's Hilton Head Car Club Showcase.

We want to congratulate the following individuals who were selected to attend the 2016 Hilton Head Car Club Showcase to represent the Potomac Porsche Club. They will be competing against 16 other car clubs such as the BMW Club of America, Ferrari Club of America, Mercedes Club of America, Lotus Club of America, Corvette Club, Mustang Club and a variety of other nationally known automobile clubs. The Potomac Porsche Club is excited to have been chosen to participate in this ever growing event. With nearly 15,000 attendees expected, it is a great opportunity to represent the Porsche Club of America and the Founder's Region. Two of the Potomac Clubs automobiles were also selected to compete in the Sunday Concours d'Elegance in the Porsche Class: Mike & Kim Copperthite's 1953 356 Coupe and John & Charlene Truban's 1972 Porsche 911S Coupe. The following is brief overview of the Porsches representing the Potomac Porsche Club at this year's 2016 Hilton Head Car Club Showcase and we want to thank them for their hard work to make this possible for the Potomac Porsche Club.



Mike & Kim Copperthite – 1953 Porsche 1500 Super Pre-A 356 Coupe – Chosen to represent the History of Porsche Racing and the Early 356 Era

- A Striking Combination of Fashion Grey with a Navy Blue Interior
- The 1954 SAC/SCCA National Champion under 1500cc Porsche
- All matching numbers and 100% original. No. 50064 is a DNA link to the beginning of Porsches dominance of road racing in America.
- Presented as she last raced in 1956 by sportsman Paul van Antwerpen a co-founder of Road America who pioneered racing safety by selling War Surplus Helmets, Seatbelts, and rally equipment to other race driver's trackside. Her seatbelts are from a P-51 Mustang and her rally clock is from a B-24 Liberator.
- In 1954 she was National Champion in the under 1500 cc of the SAC SCCA National Championship, the first year champions were named in each class. She participated in the Airport Series of the SCCA, raced, rallied, and hill climbed scoring many podiums until being retired in 1966.
- Participated in the 2016 at Rennsport Reunion V in the Gmund Cup Race, PCA Track Days at Summit Point, the Grand Ascent Hill Climb at Hershey, and campaigned at PCA Potomac Region Autocrosses! Look for her at the Mille Miglia and Goodwood!



Lewis Hauser – 1955 Porsche 356 1500 Super Coupe – Chosen to represent the Potomac Porsche Clubs Founding of the PCA and the Porsche Parade

- VIN 54169, is a numbers matching, two owner car and is the last year for the “Pre-A”
- This 356 attended the first Porsche Parade in 1956 in Gaithersburg, Maryland. The original owner of this 356 was William Tosh. Mr. Tosh willed his 356 to his handy man and he never titled the 356.
- The current owner purchased this 356 over 30 years ago.
- Highly original throughout and has appeared at many PCA events.



John & Charlene Truban – 1972 Porsche 911S Coupe – Chosen to represent the early 911 Era

- The Factory Built Executive Car for John Cook, VP of Volkswagen in charge of Porsche/Audi of North America and later the first President and CEO of PCNA.
- Coach Built by the Factory in Emerald (Kelly) Green, otherwise called Viper Green with a Wild Buffalo leather interior to sample with cloth seat centers. Also optioned with color coded factory wheels painted to match the vehicle and other rarities.
- Has participated in the 2015 Porsche Parade Historics Display and the 2016 Pinehurst Concours d'Elegance



Jim Kent – 1964 Porsche 356 C Coupe – Chosen to represent the Late 356 Era

- #215050 is a “one family” car. It is documented as the first Type C in the USA. Originally purchased by Jim Kent's late father, John Kent (a fifty-five year PCA Member) in 1965. This car was sold directly by Porsche of America to John Kent and never went through a dealership. The first “owner” was Herr Erich Filius, Executive VP of Marketing for Porsche of America.
- Produced in Dolphin Grey/Fawn interior in Oct 1964. A special ordered combination.
- Used in the 1965 brochure and numerous sales literature. The February 1965 Road and Track back cover features this vehicle in full color ad.
- This 356 was one of the Original Owner Cars featured at the Fiftieth Porsche Parade in Hershey in 2005 and Parade in Tampa, 356 Registry meets in Charleston SC (2003), Meadowbrook (1998) and Boston (2012) to major show such as the Radnor Hunt (2011) and the Concours of Eastern US (2012).



John & Charlene Truban – 1989 Porsche 911 Speedster – Chosen to represent the 1980's Porsche 911 and Porsche Special Editions

- The 1989 Speedster was built to commemorate the Speedster of the 1950's
- This example 1 of 6 Painted Baltic Blue Metallic and has a two-tone Linen and Marine Blue leather interior with Marine Blue Piping on the seats.
- The Speedster came complete with Sports Seats, lower windshield, fiberglass tonneau featuring the signature Speedster humps and the Turbo-look wide body.
- Has been shown at the 2016 Concours d'Elegance of America at the Inn at St. Johns.



Peter Kauffman – 1974 Porsche 911 Carrera Targa – Chosen to represent the Post Early 911 Era and PCA DE/Rally/Race Events

- Period correct, numbers matching version of the rare 1974 Carrera Targa with its signature ducktail spoiler made famous on the Carrera RS.
- Was driven in many PCA autocrosses, rallies, driver's education and club races throughout the years.
- Meticulously restored recently to its original configuration.
- Purchased from the original owner in 1994. It fondly wore the plates, "RSWANAB".



Hank & Jolly Weil – 1994 Porsche 911 Speedster – Chosen to represent the 1990's Porsche 911 and PCA Concours Events

- The Type 964 Speedster was a limited-run model built to once again commemorate the early Porsche Speedster. Now with the 964 body, the Speedster was kept in a narrow configuration.
- The 964 Speedster featured the same low-profile windshield, primitive top, as well as a double-hump tonneau to cover the folded top.
- The 1994 Porsche 911 Speedster was available either in standard or lightweight "Clubsport" trim. Porsche originally planned to build 3000 examples, but only 936 examples were built with 427 making their way to America.
- This original Guards Red Speedster is conservatively outfitted with rarely seen Carrera 2 base seats, A/C, cruise control, AM/FM Cassette CR-1 radio and a standard black gear shift and brake handle with silver wheels.
- This example won its Full Preparation Class at the 2015 French Lick Parade and has appeared at many PCA events.



Bruce Bade – 1995 Porsche 928 GTS – Chosen to represent front engine/water-cooled Porsches

- Aventurine Green Metallic with Classic Gray interior
- 5.4L DOHC 32-valve aluminum V8, 345hp, 367lb/ft torque.
- The 928 GTS is the last evolution of the Porsche 928 which was first introduced in 1978. Overall, only 406 GTSs were imported into North America. Only 77 examples of the 1995 model were imported into North America and of those only four were in Aventurine Green.
- The 928 was Porsche's most expensive car at the time, equipped with luxuries such as climate control not found in the 911. Offered with either a 5-speed manual or three (later four)-speed automatic transmission, it achieved 50/50 weight distribution by placing the engine in front and the transmission in the rear. The hood, front fenders, and doors are aluminum and it pioneered the use of polyurethane elastic bumpers. The large hatch and folding rear seats make it easy to load a lot of luggage. The 928 is widely recognized as one of the finest production GT cars ever built.
- Driven to the Traverse City Porsche Parade where it was awarded First in Class at the Concours with 232 out of 235 points.

  
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# VIR Race Report

Story and  
photos by Ken  
Marks

Danville, VA – Once again, I had the privilege of attending the Michelin GT Challenge race at Virginia International Raceway (VIR). This year it was held on from August 26 – 28. It really is an event all Porsche followers need to attend. VIR is a great facility, and getting better all the time. You can roam freely from turn to turn and into the paddock area. There are great viewing spots on every corner on the 3.27 mile track.

The Porscheplatz offered a great place to get out of the heat for PCA members. There was water and shade there, and, of course, plenty of Porsche fans and cars. The number of Porsches that turned out was impressive. Many had a chance to take a drive around the circuit and speak to the drivers that came to visit.

This year was not a particularly good Porsche year. Let's get the unpleasanties out of the way first – Corvette won. As a matter of fact, it was win 102 for Corvette Racing and they have won 5 times this year in the GT LeMans class. This was their second win at VIR.

The No. 3 Mobil 1/ SiriusXM Corvette C7.R (driven by Jan Magnussen and Antonio Garcia) led 84 of the 90 laps. The No. 66 Ford GT, driven by Joey Hand and Dirk Mueller, shadowed the Corvette for virtually the entire race. At the end the Corvette's margin of victory over the Ford GT was only 0.802 seconds. The No. 912 Porsche, driven by Earl Bamber and Frank Makowiecki, came in third for the first podium finish for Porsche since May 1st. Porsche No. 911, driven by Patrick Pilet and Nick Tandy finished 6th.

The race ended with a dramatic one lap sprint to the finish after Oliver Gavin in the No. 4 Corvette went off track. Prior to that, it had been a caution-free race. At the restart there was only time left for one lap of racing. Giancarlo Fisichella hope to repeat last year's thrilling last lap victory for the Risi Competizione in the No. 62 Ferrari (co-driven by Toni Vilander). But on the restart, Earl Bamber driving the No. 912 Porsche 911 RSR dashed inside of the Ferrari in turn 1 and Fisichella tried to "close the door". But the cars touched and the then-third place Fisichella spun and Bamber moved into third place. The No. 4 Corvette







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and the No. 66 Ford GT maintained their positions to the checkered flag. And that is the way they finished.

It had been an eventful and exciting race.

In other races over the weekend, Jesse Lazare cruised to victory, sweeping the two-race weekend in Porsche GT3 Cup Challenge races. In race number two on Sunday, Lazare took first place over Lucas Catania (2nd) and Andrew Longe (3rd). Great Falls, VA resident Michael Levitas ended up in 15th place. Another Great Falls, VA resident Sebastian Landy put in the fastest lap in the Gold class (at 1:52.753, or 104.3 mph).

In the Oak Tree Grand Prix on Saturday, the drivers had to endure a downpour. CJ Wilson racing prevailed to win its first Grand Sport (GS) Victory in the Continental Tire SportsCar Challenge Competition. Marc Miller (co-driving with Danny Burkett) driving the No. 33 Cayman GT4 Clubsport pulled away to victory after a short red flag pause (31 minutes into the race) to let the rain pass over. The red flag period lasted 52 minutes, with an additional 31 minutes of caution. The final 23 laps were run under the green in drying conditions. Second place went to Billy Johnson (co-driven by Scott Maxwell) in the No. 15 Ford Shelby GT350R-C with Trent Hindman (co-driven by Cameron Cassels) finishing third in the No. 12 Porsche Cayman GT4 Clubsport.





# Augustoberfest!

*“Here are some pictures from the Augstoberfest Drive and Dine to Hagerstown. A beautiful day for a drive and some beer and bratwurst and oompa bands. Pix include my wife Nancie, a pic with Ken and Iris, myself and Lew Azzinaro hitting beers, and the Speedster that won the Concours.” –Glenn Havinoviski*









# The Le Mans 24 Hours – A Practical Guide

Story and  
photos by  
Stuart Wirtz

Living in Europe the last several years certainly has had its advantages, chief among which has been the opportunity to attend the Le Mans 24 Hours. It's the most challenging motor race in the world, one in which Porsche has excelled like no other, and an amazing spectator experience. Writing for *Automobile Magazine*, Ezra Dyer said to spectate at Le Mans is to be in a constant state of anxiety that you're missing something. I've gone three times and I can tell you it's true. You are missing something. The circuit is 8.4 miles long, and you have little chance to see the dramatic pass for the lead, the shunt when a faster LMP1 car fails to negotiate the pass on a slower GT AM, or as this year, the leading Toyota slow with 6 minutes and 37 seconds left to go. I'm writing this so if you have the opportunity to go, and for any Porsche fan it's as much Mecca as Zuffenhausen or Gmund, that you miss as little as possible.

## Getting There

Twice I've flown to Paris and rented a car for the drive to Le Mans. This year, living now in London, I took the Eurostar train to Paris, and then connected to a French line train onward to Le Mans. You can also fly into Charles de Gaulle and take a direct high-speed train to Le Mans. On the Monday morning after the race, I saw Brendon Hartley do just the opposite, as we shared a train from Le Mans and he got off at the airport. Either works, but unless you plan to visit France or other parts of Europe, taking the train to Le Mans is by far the more comfortable option.

Le Mans is located in the area of the Loire Valley, one of the world's most well-known regions of wine production, and in about two hours by car from Le Mans you can see the primary sights of Normandy, the D-Day beaches and Mont Saint Michel. Monet's residence at Giverny with its famous Gardens is also not far. So you may choose to hire a car, just be patient driving in and around the big cities in France, an unnerving experience. It was for me and I've lived in various parts of Europe for 10 years.

Flying into Charles de Gaulle or Orly makes little difference getting to Le Mans if you hire a car. I've done both. If you are going on to Le Mans by train, however, a direct line exists from de Gaulle, but not Orly. From Orly you would have to take the Paris metro system or taxi to the train station Paris Montparnasse. From there the train ride to Le Mans is about an hour.

The race track lies just south of town. Whether you drive to Le Mans or arrive by train, the best way to and from the track each day is by Tram. The Tram is cheap, it runs for nearly 24 hours the entire weekend, and travels through the city center stopping at the main rail station, the historic old town and near each point of interest. So if you're traveling by car, simply drive into Le Mans on race day and park where you can catch the Tram. The Tram route is outlined online. Street parking is available. Heading to the track, you can get off right outside the circuit at Tertre Rouge or continue under the Mulsanne straight to the center of the track. From the Tram stop inside the track, the Spectator Village and Paddock area are a short walk away. It's the only way to go.

You can also park at the circuit (you can buy a pass online when you buy the tickets), and the clear advice here is no different than driving to any sporting venue attended by over a quarter million people. Arrive early.

You can also camp, the favored accommodation of the 50,000 Brits who cross the channel for a weekend of drinking and building Aston Martin-green beer bottle pyramids. A stroll through the many campsites is as enlightening as it is entertaining.

## When to Go

A lot is happening during the week of the race, beginning with scrutineering the Sunday before. You simply need to visit the website of the Le Mans 24 Hours, [www.lemans.org](http://www.lemans.org), and decide what suits. If I had my druthers and could arrange the time off, I'd go the Saturday before, attend scrutineering on Sunday and Monday (which takes place in public at the Place de la Republique in the city center), the autograph session and pit walk on Tuesday, take the time to read every placard and description at the 24 Hours Museum, and just take it all in. But then, I'd move there too just to be near the Circuit de la Sarthe. My wife has other ideas.

Time on the track for the 24 Hours begins Wednesday at 4:00 p.m. with four hours of practice, followed by a two-hour qualifying session beginning at 10 p.m. Track time resumes on Thursday with two additional two-hour qualifying sessions, one beginning at 7:00 p.m., the other at 10:00 p.m. There are other on-track activities for the few support races, and concerts every evening, so from Wednesday on, the circuit is abuzz with activity, on and off the track.



This year I arrived in LeMans in time to see the Thursday night qualifying session, planning to see brake rotors glowing and exhaust flames. A driving rain spoiled that plan and most of the session was red-flagged. Next year.

There are other activities as well, for instance a car show on Friday in the little village of Mulsanne, put on by the Virage (corner in French) de Mulsanne association. The club, founded in 2011, creates a festival atmosphere each year around the history of the famous corner. This year the featured marque was of course Ford. Not to be outdone, the village of Ruaudin, which shares with Mulsanne the D338 - what the Mulsanne straight is called every other weekend of the year - and the village of Arnage, also host festivities.

A highlight for me this year was attending the Driver's Parade. Other race series and venues have Drivers Parades, but none like this. It takes place in the city center on Friday. The official starting time is 5:30 p.m. and the parade is scheduled to last for two hours. But this is France, not Germany. Standing where the Parade began, my wife and I saw off each set of drivers, and after three hours the Parade had no signs of winding down. I would have thought the night before the most significant endurance race of the year, the drivers would spend each free moment getting briefings from engineers, eating, sleeping, or all three. But this is Le Mans. Instead they parade around the city, sitting atop classic convertibles, waving, throwing photos and arm bands and stopping for selfies. The drivers seem to actually enjoy the festival-like atmosphere and getting up close and personal with the fans - all 250,000 of them.

While the Parade has been tradition since 1994, the exact route through the city changes from time to time. This year the starting point was the Parvis des Quinconces des Jacobins, a square just

below the St. Julien Cathedral in the city center. The drivers and the classic cars in which they ride staged in a parking lot behind the square, and my wife and I happened to be at the right place at the right time. About an hour before the Parade we stood against the railing near the staging point, and slowly it dawned on us that right where we stood, each and every car carrying the drivers was made to stop and wait as the queue backed up, most for at least five minutes or so. I chatted with Mark Webber, wishing him luck and telling him I loved his book *Aussie Grit*, but had nothing to autograph but the Porsche cap on my head. I got a few autographs from the Porsche LMP1 drivers and some great pictures. Well, good pictures, its at these times I wish I knew how to use an iPhone properly.

### *The Circuit*

It has taken three tries to learn the best places to watch the race. Now I know. I thought I knew anyway until just yesterday I opened my September 2016 edition of *Road and Track* and read that editor-at-large Sam Smith somehow managed to work his way to the Mulsanne straight at 4:15 in the morning. All I can say now is that I know the best places to watch the race without trespassing.

The Grandstands are located along the start finish straight opposite the pits. To enter the circuit you purchase a general admission ticket that admits you for the week. You need to buy an additional ticket for a Grandstand seat. I bought a Grandstand seat the first two years I attended, but not this year. Sitting in the Grandstand, depending on your exact choice, you should have an excellent view of the pre-race festivities, the start and finish, and action in the pits. Depending again on your exact seat, you may have a great view of the podium ceremony as well. As far as the racing action, not much happens on the straight in front of the pits - except this year when the leading Toyota ground to a halt! If you sit in the Grandstand, binoculars are a must. You will be sure then to see fantastic pit action, alone worth the price of admission. Note too, the Grandstands are largely under cover, an important consideration with ever-changing weather in the Sarthe.

There are spots in front of the Grandstands to stand, and these areas fill up early and fast, particularly on race day. It is possible though to make your way to a standing spot for the pre-race festivities and the start, then be on your way to more exciting vantage points as the race progresses. I didn't buy a Grandstand seat this year as I chose instead to seek out new vantage points. You can catch the pre-race activities on the jumbotrons.

I am a member of the Automobile Club de l'Ouest (ACO), the organizing body of the 24 Hours since its inception in 1923, and co-promoter of the World Endurance Championship with the FIA. The ACO is also the French version of the AAA (recall the Indy 500 was organized by the AAA from 1911 to 1955 when



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USAC took over). While I'm not too concerned about roadside assistance or free maps and TripTiks, this automotive club is all about racing. Membership has its advantages. For what I consider a bargain at 100 Euros a year, you get a 15% discount on entrance tickets, grandstand seats, parking passes and merchandise in the official store. You also have access to purchase seats in two Grandstands reserved for ACO members and a designated parking area. You receive a program and a special club publication following the race complete with details of the race and official results. The most useful benefit, however, is access to a cordoned-off spectator area directly adjacent to the Dunlop bridge complete with a hospitality lounge where you can buy food and drink and watch the race and official timing and scoring on TV. As an area to escape inclement weather and a place for my wife to relax in a comfortable chair instead of sitting on a grass hillside. It's worth it.

Twenty four hours - and longer because you arrive at the track well before the 3:00 p.m. start - seems like a long time to be at a race track. From Saturday late morning to the end of the race on Sunday, I managed about 22 hours, leaving after midnight and arriving back before 8. Again if I had my druthers, I'd curl up under a bush for a few hours if I needed to rest, but my wife had other ideas. You'll need every minute.

You can view roughly half of the 8.5 mile long circuit. You can cover about half of that area on foot. The other half is only assessable via public roads by leaving the track taking a shuttle bus. Remember the feeling that you're missing something? You are. You are sitting in a shuttle bus driving for what seems to be an eternity weaving through traffic and the French country side to make it to what seems like the far reaches of the earth. It takes effort because finding out where to go, how to go, and where exactly to pick up the shuttle to get there are not made patently clear - this is France, not Germany. And if you don't speak French, directions are not easy to come by. The temporary track staff are very helpful, but I was surprised to see very few knew English well enough to explain.

This is what you do. You have to watch the race at Tertre Rouge. Easy, because you will likely enter or exit the track from the entrance near this corner. There are two great vantage points at Tertre Rouge. You can pick a spot outside the track, or via a small pedestrian tunnel you can walk to the inside where the spectating area is a large hillside providing views all the way to the Dunlop bridge to your left, down the hill through the Esses, then through Tertre Rouge and powering onto the Mulsanne Straight. It's amazing how quick the cars are through these "slow bits," and there is action each lap as the LMP1 cars fly past the slower GTs. Albeit from the rear, and only for the first few hundred meters, this is the best place to see the cars on the famous Hunaudieres.

You have to watch the race at Arnage and Indianapolis. It took me three years to figure it out, but by all means get there. Shuttles exist to take you from corner to corner. Inside the track the shuttles are small amusement park trains. They don't hold many people and have to share the road with pedestrians. Its slow going and you can walk faster, particularly if you have to wait in the queue to board. Outside the track, the shuttles travel on public roads and are regular tourist busses.

You get to Arnage/Indianapolis by taking a bus (traveling outside of the track) from the Porsche Curves. You get to the Porsche Curves by either a very long walk or by shuttle train from Maison Blanche. Maison Blanche is not far past the ferris wheel and the amusement area so the heavy concentration of people make the wait for the shuttle train to take you to the Porsche Curves a long one. You miss about 15 laps waiting, but lucky for you it's a 24 hour race. The wait for the bus at Porsche is not as long. There is a spectator area too at the Porsche Curves and both sides of the track are assessable here by tunnel. The Porsche curves are exceptionally quick and a fine spectator area, but not the piece de resistance.

Arnage itself is the slowest corner on the race track and an excellent opportunity to photograph the cars. You have a wide vantage point from the Arnage/Indianapolis viewing area. The straight between the Mulsanne corner and Indianapolis is long and fast, and from here you have a great view of the last hundred meters or so, before breaking for Indianapolis. Here you sense the true speed of the cars as the kink right before breaking for Indianapolis is taken flat. From my next vantage point, the Mulsanne Corner, you can see the first several hundred meters or so of this same long straight.

You travel from Arnage/Indianapolis to the Mulsanne Corner by shuttle bus. The viewing area at Mulsanne provides viewing from the corner itself, and an approximate 400-500 meter segment of the straight leading to Indianapolis. You can get right up against the track here and it's a great place to see the cars at speed.

At Mulsanne, you're about 4 miles away from where you entered the track. The only way back is again by shuttle bus. You can take a shuttle back to Arnage, then back to the Porsche curves like I described above, but it's slow going. From Mulsanne a second shuttle bus line is available and travels from Mulsanne directly to the area inside the track at the end of the Tram. Going this way you complete the loop.

A few words about amenities. France may be captivating, classy and romantic, but Le Mans is a race track. And a race track is a race track. I've been to scores of races in the U.S., and except for a Pommery champagne tent I don't ever recall seeing at Daytona, Le Mans is no different. At most areas around the track, the food is hamburgers and hot dogs. I'm happy at Chez Summit so I didn't mind, but if you look - and happen upon them - there are more unique offerings available. I did see one stand roasting pigs, and there are a few tablecloth-and-china restaurants in the Spectator Village but they fill up fast. Reserve as soon as you get there for later in the day. As for the bathrooms, yes this is France but there is no eau de toilette. Think Snake Pit at Indy.

LeMans is a pretty little town only an hour by high-speed train from Paris. It hosts a sports car race with a visionary focus on technology that is keeping motor racing relevant. It is by far the best racing destination I know. If anyone plans a trip next year, it would be great to share the experience with other Porsche fanatics.





## August 2016 new Potomac members

### New Members

Kaveh Abtahi - 1990 911 Carrera 2 Targa - from Washington  
 Imran Akram - 2013 911 Carrera S - from Great Falls  
 Marie Bellantoni - 2001 Boxster S - from Baltimore - Transfer from Chesapeake  
 Ronald Bushar - 2002 911 Carrera - from Vienna - Transfer from Longhorn  
 Brian Clarke - 2008 911 GT2 - from Berryville  
 John Crooke - 1988 944S - from Silver Spring  
 J Michael Denning - 2016 911 Carrera GTS - from McLean  
 Roberto Deonauth - 2010 Panamera - from Beltsville  
 Randy DeVere - 2012 Panamera Turbo S - from Warrenton  
 Robert Finkel - 2011 911 Carrera S Cabriolet - from Rockville  
 Fred Hathaway - 1995 911 Carrera 4 - from Washington  
 Katie Holmes - 1986 944 - from Centreville  
 Simon Kimmig - 2006 911 Carrera S - from Potomac

Thomas Korth - 2013 Boxster - from Silver Spring  
 Sheri Layton - 2017 Macan S - from Springfield  
 Anh Le - from Tigard, Oregon  
 Kevin Lee - 2011 Cayenne Turbo - from Oxon Hill  
 Kenneth Long - 2017 911 Carrera - from Reston  
 Helio Lopes - 1976 911 - from Vienna - transfer from Orange Coast  
 Timothy Lundberg - 2004 Cayenne - from Quantico - transfer from Rocky Mountain  
 Bruce Marco - 2016 911 Carrera S - from Centreville  
 Deborah Martin - 2002 Boxster - from Alexandria  
 Kelly Matthews - 2011 Cayman S - from Woodbridge  
 Steven McGann - 1999 Boxster - from Arlington  
 Kevin O'Neil - 2000 911 Carrera 4 Cabriolet - from Ashton

Ramin Oskoui - 2005 911 Turbo S Cabriolet - from Washington  
 Ivan Petrovitch - 2015 Cayenne Turbo - from Bethesda  
 James Prewitt - 2013 Boxster - from Alexandria - transfer from Maverick  
 Christopher Punzi - 1986 944 Turbo - from Bristow  
 Patti Rosa - 2014 Boxster S - from Fairfax  
 John Tass-Parker - 2003 911 Carrera 4S Coupe - from Washington  
 Ray Walker - 2004 911 Carrera 4S - from Silver Spring  
 Rich Weems - 2004 911 Carrera Cabriolet - from Mt. Airy  
 Ryan Wright - 1985 944 - from Ashburn

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## September 2016 Potomac anniversaries

### Anniversaries

#### 45 Years

John Altmann & Richard Altman  
Karen & Edward Fagan

#### 40 Years

Michael & Michele Straus

#### 35 Years

John Kemper & Anne Gavin

#### 25 Years

Robert & Patricia Schmitt  
Yong & Yong Oh

#### 20 Years

William & Michelle Goodwin  
John Marinho & Kimberly Harris

#### 15 Years

Gerald & Justin Kafka  
Robert & Charnise Mimbs  
Gordon & Jean Wilson

#### 10 Years

Peter & Lee Peno  
J & Bonnie Frazier  
Jose Villarino & Monica Lucero  
Edward & Mark Demas  
Jason & Loren Yates  
Robert Borris

#### 5 Years

Dave & Tracie Jones  
Timothy & Cindy Stone  
Eric Lee & Jane Weir  
Steven Gifford & Linda Barrett  
Patrick Buckley  
Stephen MacDougall & Thomas Sabolsky  
John Kenney  
Thomas & Vanessa Bishop  
Bruce Page  
David & Evelyn Godfrey  
Bernd & Concepcion Debusmann  
David Rothkopf  
Chamilka & Anusha Perera



## Contribute to *der Vorgänger*

### Join PCA the easy way

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

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

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

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

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

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

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

- Visits to car museums.

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

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

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

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

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

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

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

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

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# Readers and Their Cars

*Right: On the track at Summit Point for Porschefest weekend. Photo by Glenn Havinowski.*

*Below: The future is in good hands, Liza Risdal with her 918 Spyder at a recent 356 get-together. Photo by Nathan and Amy Risdal.*







Left and below:  
John Truban  
and Ron Davis  
set up the  
Gathering of  
the Faithful  
concours event  
featuring 356s  
and other mod-  
els. Photos by  
Kevin Naughten.







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*On the track at Summit Point for Porschefest weekend. Photo by Glenn Havinovski.*

