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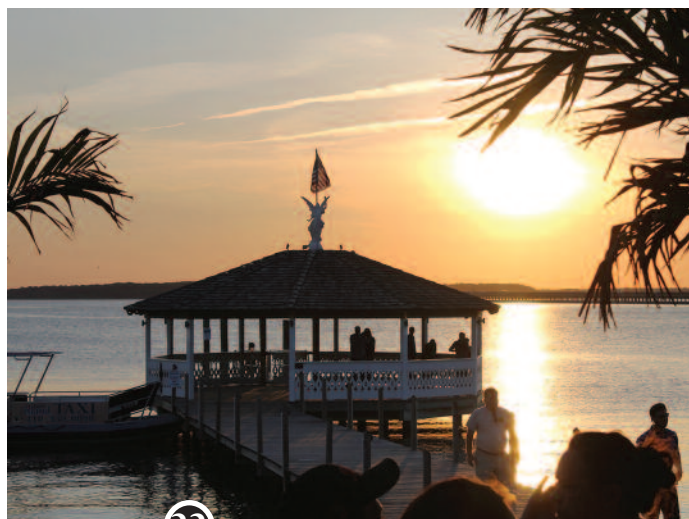
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Cover photo: Lots of track time during PorscheFest at Summit Point! Photo by Michael Sherman. Story on page 13.



## der Vorgänger

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# Missing your Porsche

During a recent 60 day period I traveled overseas four times and was gone a total of 40 days. The longest period of absence was 15 days at the end of this stretch. On each occasion I parked my car in an underground garage at my office. I do this frequently enough to know the best spaces deep in the lower level that can't be touched by man, beast or inattentive parkers. On my day of departure I check that my car is still there in case it disappeared since that morning.

The first few days of a trip I forget about my car. Most places I go don't have Porsches but some of the transit cities do, so I will spot the odd 911 and feel just a slight twinge of regret that I am not at home. Oh, I'm thinking about my wife and children too.

The end of this last travel binge I was in Greece on vacation for the aforementioned 15 days. There are very few Porsches in Greece but I saw all of them. As each day went by I began to realize that I was missing my car. Every Porsche that went by was a reminder of my beautiful, powerful car waiting patiently for my return. I did not mention this to my wife.



Glenn Cowan



Michael Sherman

As with most of us, I have an assortment of items collected over the years that serve as reminders that jog memories of life's past enjoyments - but they aren't really important - wooden bowls, rugs from remote places, a favorite desk chair, and lacquered boxes - stuff like that. I never think about this stuff while I am away. I don't even think about my house in which I have lived for 30 years. What I came to realize on this last trip was that I was frequently thinking about my car. I began to wonder if in addition to OCD (Obsessive Carrera Disorder) I also had MYCS - Missing Your Car Syndrome.

I decided not. We miss memories all the time. We remember that great dinner last anniversary. We miss that long gone experience of our last motorcycle. We harken back to younger days and faster times. Ultimately, our Porsches are about experiences and though we anticipate new ones we can miss our cars when away because we are really looking forward to those good times to come.

- Glenn

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# PorscheFest

I wanted to take this opportunity to thank all of you who joined us for Potomac's annual celebration of PorscheFest – and specifically to recognize the effort of the many program chairs and volunteers in making it the great event that it was!

Our first PorscheFest was held in 2008, making this year our 10th annual celebration. PorscheFest grew out of a desire to have a Potomac event that brought the various program participants together in one location. It was decided that we would expand our August Driver's Education event at Summit Point; adding an Autocross on the Jefferson Circuit; both a Rally and Drive and Dine that ended up at the track; a people's choice Concours in the paddock; and to finish up the evening, a barbecue dinner for everyone. Grand plans that have worked out in some years – and in other years, scheduling conflicts and mother nature haven't been cooperative.

There's always a challenge coordinating the schedule for the event. The first challenge is drivers who are participating in both the Autocross and Driver's Ed portions of the weekends – both the drivers who regularly participate in both programs – and the DE only drivers who can't pass up the chance to demonstrate how many cones they can knock over! Big thanks to the Autocross Chairs, committee, and volunteers that make it work – often at the cost of their own participation and enjoyment of the event. The Drive and Dine Chairs and participants are next on

my list to thank for their willingness to be flexible with the schedule for PorscheFest. Parade laps on the track at Summit Point are part of their event. In some years, we've held these at the end of the day – but doing that causes a delay in the beginning of the social part of the evening. This year we held the parade laps at lunch time, which meant that they had several hours of hanging out at the track before dinner. My thanks to you for putting up with what we know is not an ideal schedule.

Potomac also hosted our annual visit from the kids at Stafford Junction on this same day. My thanks to our Community Service Chair and the many volunteers who worked so that the kids could tour the paddock, hop in some cars, check out the skid pad, watch the cars on track, and enjoy lunch under the tent.

Some more thanks need to go out to both our DE chairs, committee, and volunteers for putting up with the chaos that is PorscheFest – on top of the normal chaos that occurs with every DE; and to our Social Chairs, and the volunteers that put together the fabulous dinner and social hour. Thank you!

Finally, my thanks to all of the members who attended – and especially – to those of you that came just for the dinner. Thanks for staying and enjoying the lake-side dining (and in some cases, dining in the lake) after the thunderstorms arrived! I hope to see all of you at next year's PorscheFest!



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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 Club picnic and open Board Meeting, New member meeting, Circle D Farm, Woodbine, MD.
- 7 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 14 Potomac's Fall Foliage Rally.
- 15 Potomac Autocross #6, Baysox Stadium, 7am – 2:30pm.
- 21 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 28 Tech Inspection for Summit DE, Auto Sportsystems Group, 9am – 12:30pm.
- 29 Potomac's Fall Foliage Drive and Dine.

## November

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

## Cars & Coffee

### Hunt Valley, MD

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

### Burtonsville, MD

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

### Great Falls, VA

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

### Fairfax, VA

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

### Bethesda, MD

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

## Potomac Monthly Brunches

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

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

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





# The Ides of Nemascolin

Story By Glenn  
Havinoviski  
and Michael  
Dougher.

Photos by  
Glenn Havinoviski,  
Barbara Azzinaro, Greg  
Dole, Michael  
Dougher and  
Steve Gifford

For the first time in two years, PCA Potomac returned to the 2000-acre Nemascolin Woodlands Resort in Farmington, PA during the weekend of July 6-9. The 40 attendees enjoyed exciting back road drives, a sumptuous resort visit, fine food, zany contests, souvenir tour hats, and the traditional visits to Frank Lloyd Wright's famous Fallingwater and Kentuck Knob houses.

Mike Dougher and his Cayman Navigator, Darcy Driscoll, led the first group up to PA on Thursday July 6, leaving from Manassas, dodging raindrops here and there, and arriving at the resort by late afternoon, where they enjoyed dinner and drinks in the tavern pub, some clay shooting on Friday and the scenic "John's Joyride" in tribute to the event's longtime leader, John Eberhardt.

The Friday drive started near Frederick, led by Glenn and Nancie Havinoviski. That group experienced mostly sunshine until about 5 minutes before arrival at the resort, as tops quickly were put up when the clouds rolled in and a storm of biblical proportions washed over the group as they pulled into the hotel.

Once everyone was settled, a few folks met for some adult beverages in the lobby while others prepared for the traditional Potomac Friday night event at Mulligan's, located scenically on one of the resort's two golf courses.

Although the rain meant Happy Hour and dining activities were mostly inside the restaurant, the group enjoyed our traditional barbecue (including plates with whole chickens that were smuggled by guests back to their rooms afterward), along with plenty of spirits. Friday also saw the traditional "who is wearing the most Porsche clothing?" contest, featuring finalists Dr John Klish, Susan Klish, and Lew Azzinaro, who each wore more than three articles of Porsche clothing. Dr John rocked a stylish button-down plaid PCA shirt, a Porsche T-shirt, a tie featuring Porsche 356's, and a baby backpack complete with a baby Porsche. Anointed the winner by the audience, Dr John was awarded the grand prize of a limited-edition Nicolas Hunziker poster featuring Steve McQueen's Sebring Porsche 908, in Gulf Orange (neatly matching the color Dr John's 911 cab).



After the BBQ, things miraculously cleared up and the group was out on the deck, launching golf balls onto a teeny-tiny green in the middle of the lake next to the restaurant. (pictures of the group on the deck and Greg Dole teeing off the upper deck.)

Saturday morning saw folks up bright and early for breakfast with about 20 folks taking the winding, slightly misty drive up to Kentuck Knob (the first of the two Wright houses to be visited), a National Historic Landmark, the longtime home of the Hagan family (of Western Pennsylvania ice cream fame) and later Lord Peter Palumbo, who first purchased the landmark as a vacation home in the 1980's and subsequently opened it for tours.

and Elliott and Renee DeLuca (3rd prize, a scale model of Mike's famous Black 987 Cayman). No tie-breaker was needed, but Glenn decided to hold one anyway (award was a beer in the tavern afterward), which involved challenging members to determine "What does PORSCHE stand for?" There were no winners, but answers included:

- "Perfection on Roads Straight Curvy Hilly Everywhere"
- "Poor Old Relatives Squandering Children's Higher Education"
- "Passing Other Really Slow Cars Highly Efficiently"
- "Porsche Options Really Sure Can Hurt Extraordinarily"

- "Prestigious Ostentatious Racing Sport Coupes Hailing from Europe"
- "Please Order Riesling, Spatzle and Cheese, Herr Eberhardt".

After Saturday's Italian adventure, most of the group on Sunday reunited for the drive to Fallingwater, the house built by the Kaufmann department store family in the late 1930's and considered Wright's greatest masterwork for seamlessly blending in with the landscape. On a gloriously sunny



Other group members enjoyed spa appointments and snuck in some visits to the Nemacolin wildlife park, auto museum, casino and golf courses. The sun popped out for much of Saturday afternoon.

On Saturday night, Mike and Glenn decided for a change of pace compared to previous visits. Rather than reserving a hotel ballroom and having a conventional banquet, several shuttle buses were rented and the group made its way 9 miles up the road to a homey Italian restaurant, Fabrizi's, where we over-flowed the back room.

On this night, Mike hosted a quiz which involved matching Porsche pictures to different model names. The top contestants and prize winners included Ted and Karen King (1st prize, a "Porsche By Design" book from the North Carolina Museum of Art), Stephen and Lynn MacKellar (2nd prize, a classic 1970 Automobile Quarterly "Porsche Edition" book)





day, the house sparkled, and several folks decided to unwind for a "straggler's lunch" at the Bittersweet Cafe located south of Ohiopyle (the old barbecue place where the group had met before has since closed).

A fabulous time was had by all. Recalling the original Nemacolin trips over the past decade, it is clear the Nemacolin resort has grown substantially, with the Potomac gang ensconced in the main, castle-like Chateau Lafayette, featuring a massive ornate lobby and spacious rooms (bathrooms in some of the suites are larger than some hotel rooms elsewhere). Unlike previous visits though, the front parking lot (where the Porsches were always ceremoniously parked) was

no more, replaced by an elaborate fountain, with a parking garage down the hill where the hotel reserved a level for the Porsches to park. New golf courses, ziplining, expanded swimming pool, and other outdoor activities have supplemented the original facilities, and the resort has taken its place among major attractions in the mid-Atlantic region, attracting more visitors from outside Pennsylvania than ever before.

We will be back in 2018, so if you missed out this year, keep your eye out for the dates for next year!







# PorscheFest!

What happens when you bring PCA Potomac members from a wide array of programs into one location? You call the event PORSCHEFEST and have a barrel of fun! That is exactly what happened at Summit Point Raceway in West Virginia from August 11th – 13th.

The 2017 event brought over 350 members, plus another 200 guests to celebrate our Porsche cars, our PCA friendships, good food and lots of smiles. Planning began as early as February to ensure that all the various cogs worked together as seamlessly as possible.

The t-shirts were designed in Germany by graphic designer, Dani Munariz-Springer, who has worked on Porsche books, like *Racing Demons*, *Porsche* and *the Targa Florio* by Michael Keyser and Mark Koense. Dani incorporated infographic designs for each PCA Potomac program, as well as the t-shirt sponsor's logo, SSI Motorworks, PCA Potomac member, Sloan Palitti. Thanks, Sloan and Dani!

The central program of the weekend was Drivers'

Education, a 3-day high performance driving and learning event held on the Summit Point Main track. Lead by DE Chairs, Dirk Dekker and Bob Mulligan, the program had approximately 190 drivers and instructors. It takes a team of well over 25 people to organize a single Drivers' Education weekend. Thank you to the entire DE Committee and volunteers who make our home and away events the top in the nation.

Joining the DE program on Saturday was the Drive and Dine Committee, led by chairs, Ken Harwood & Glenn Havinovski. 33 registered drivers plus guests began their morning drive from Manassas, Virginia, and arrived at Summit Point for a lovely lunch under the tent. They also enjoyed lunchtime laps on the Main race track at highway speeds. John Vrankovich gave them a classroom lesson with hints on driving on a race track as well as understanding the dynamics of their Porsche cars while on the track. Many of the Drive and Dine drivers stayed for the evening's main event, the Barbeque Under the Tent!

One of the most heartwarming parts of the morn-

*Story By Mia Walsh. Photos by Mike Kelley Photography.*









ing and afternoon included our visit from the children of Stafford Junction, a youth and family support center in Frederickburg, VA. Chip Taylor and a dozen volunteers spent the day showing the children around the racetrack and providing in-car experiences in various Porsche stock and race cars in the paddock. This is often the most talked about field trip for the youth at Stafford Junction and they look forward to it each year.

Chip Taylor also organized charity laps during the lunchtime DE break, which normally raises about \$300 for PCA Potomac's sponsored charities. First timer, Bob Rhodes (father of Potomac member, Patrick Rhodes) stated that it was "the most fun he has had in a long, long time" and that being able to drive a manual Porsche Boxster S on track "made my day!".

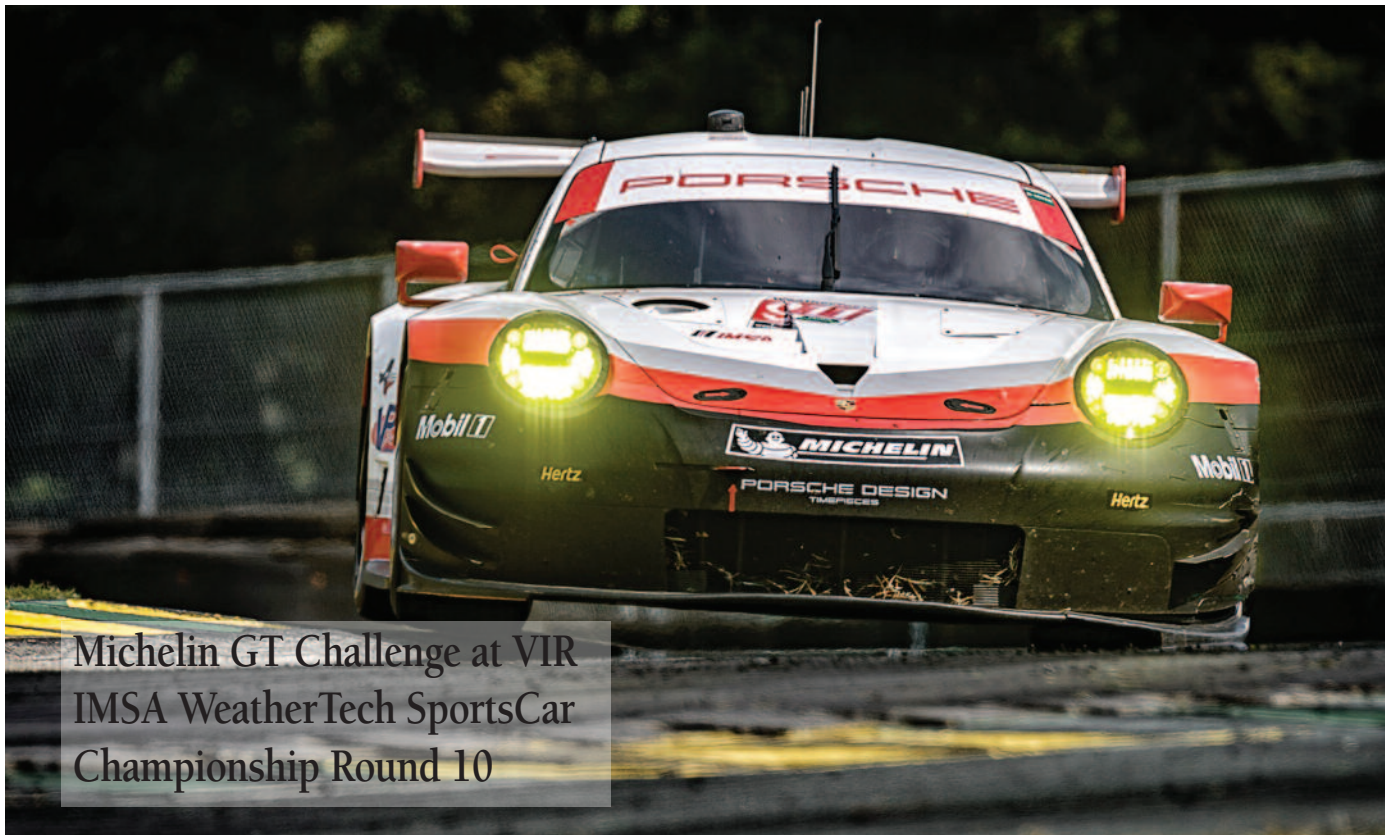
Social chairs, Annabelle Alvi and Pat Kaunitz, have a lot of experience throwing parties for the Potomac region and this year was one that will be remembered for a long time! Despite torrential downpours, lightning and thunder and flooding under the tent, the

Barbeque was the social event of the season! Local caterer, Railside Market, brought in some new twists to our annual barbeque and live entertainment from Baltimore's Stuck in Reverse band sang to the guests under the tent.

Finally, when you thought that another thing could be packed into a single weekend, Autocross chairs, Jim Musgrave & Steve Bobbit, packed 83 drivers (include DE' drivers) into the Jefferson Circuit, for a day of dashing around and avoiding cones and getting the best speed for each class of car. No one quite realizes the amount of work it is to design, build and test an auto-cross course, prepare for the registrants and come up with a great playlist of music that keeps the contenders psyched, but our Autocross team pulls it together with flair each event!

On behalf of the Executive Committee of PCA Potomac, we would like to thank all the guests, volunteers and participants in making this event undoubtedly the best PorscheFest yet! We hope you enjoy the photographs!





Michelin GT Challenge at VIR  
IMSA WeatherTech SportsCar  
Championship Round 10

# VIR Race Report

Story and photos by Ken Marks.

ALTON, VA – It was another great race weekend at Virginia International Raceway. This time I was there for the Michelin GT Challenge at VIR. It was Round 10 of the IMSA WeatherTech SportsCar Championship.

Saturday morning it was bright and clear. At 8:45 am it was 68 degrees (the track temperature was 75 degrees). The cars were out early for practice. At the end of the first practice session Toni Vilander was fastest on the Ferrari 488 GTE. Dirk Mueller was close on his heels in one of the two Ford GTs. In GTD, the Lamborghini Huracan GT3 of Jeroen Mul was fastest. Things were shaping up for an interesting qualifying session.

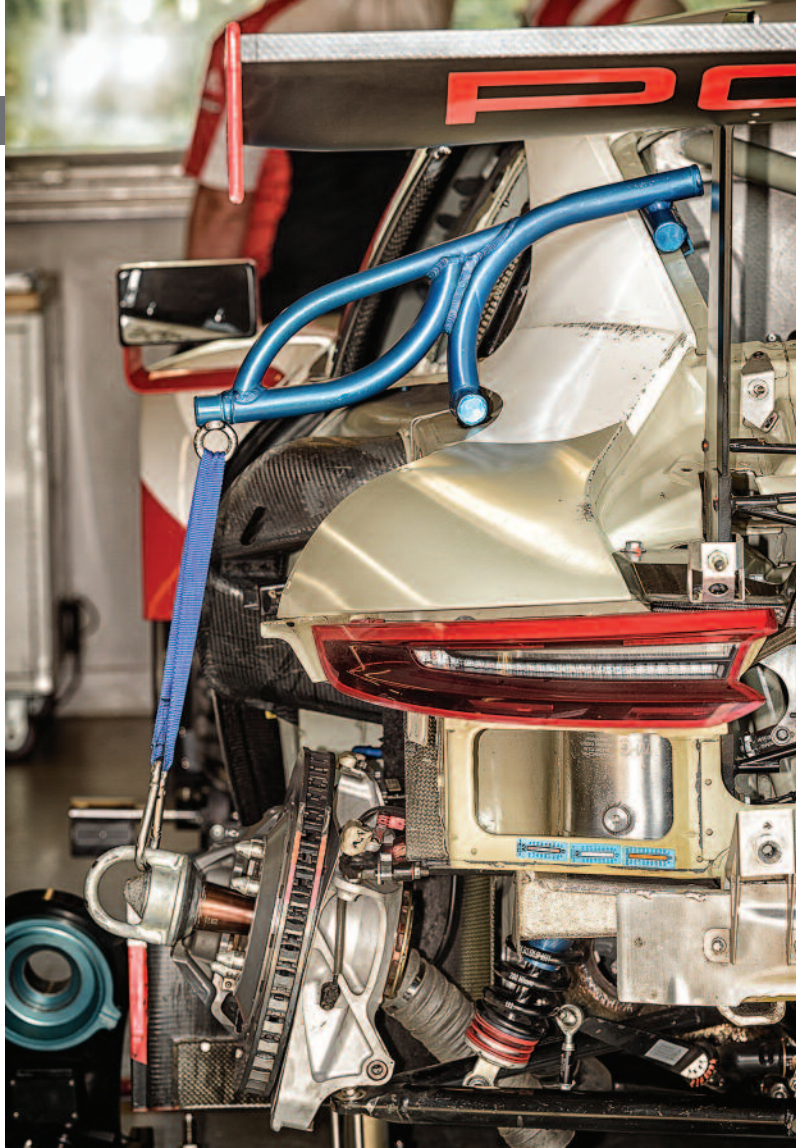
At 12:20, the GTD cars were out for qualifying. At the end of the session Jeroen Mul in a Lamborghini Huracan GT3 was fastest.

At 12:45, the GTLM cars started their qualifying session. Joey Hand in the #66 Ford GT was fastest. After the session he said "I told them coming down the hill on the last lap, if this doesn't do it I don't

know what will. I got everything I could out of it. It's just one of those things, it's such a pleasure coming to the track with this group of people, they do such great homework. They have such great preparation, we rolled out of the trailer again, just like Road America, we rolled out of the trailer so good here. We haven't touched a lot. We did a few laps and Dirk and I said let's put it away, we'll take it like that, just put some new tires on it and some fuel and just go. Were really excited, Dirk's done such a great job setting it up, he was on the Pole at Road America and it's a great way to start. I told him at RA I'm super comfy, I told him here I'm super comfy. I think good things can happen here.

So, the race would start with Joey Hand on the pole, followed by Alexander Sims in the #25 BMW M6, John Edwards in the #24 BMW M6, Giancarlo Fisichella in the #62 Ferrari 488 GTE, Tommy Milner and Jan Magnussen in the #4 and #3 Chevrolet Corvette C7.Rs, respectively, Richard Westbrook in the #67 Ford GT, Laurens Vanthoor and Dirk Werner in the #912 and #911 Porsche 911 RSRs, respectively. The GTLM cars were followed by Jeroen Mul in the





#16 Lamborghini Huracan GT3. In the wrap up after qualifying, Tommy Milner said "Ultimately in looking at the lap times, it was a good qualifying session for us. The Ford looks quick, Ferrari as expected was quick; we were a little surprised at the pace of the BMWs. But our Corvettes are good. We've done a good job with car setup and making the right changes. There's still some work to do as we aren't totally happy with things yet. It's nice to see our lap times and being in the mix during the weekend. I think we look good for the race. VIR always has good racing, and hopefully tomorrow will bring more of the same."

At 8:20 on race day (Sunday), it was 67 degrees (with a track temperature of 77 degrees) under a clear sky. The crowd and the teams were ready for racing. Just before the command was given to start engines, there was a Navy flyover and parachutists brought in the American flag. Then Richard Petty gave the command to start engines. The first lap was filled with action. Jack Hawksworth in the #15 GTD Lexus RCF GT3 spun in turn 1 but everyone got by. At the end of lap 1, Alexander Sims (#25-GTLM BMW) was firmly in the lead and pulling away. Jeroen Mul (#16-GTD

Lamborghini Huracan GT3) was leading in GTD.

Ten minutes into the race, Andrew Davis (#57-GTD Audi R8 LMS GT3) spun at least 3 times coming into turn 10, but continued on track slowly with a flat left rear tire (likely the cause of the spin). During the following pit stop, after fueling, 4 new tires were put on the car, work was done on the suspension, and the team blew the grass out of the radiator. Shortly after that Giancarlo Fisichella (#62-GTLM Ferrari 488 GTE) went airborne at turn 10, but was never far off track and continued.

Twenty-five minutes later, in what would prove to be the biggest incident of the race, Katherine Legge (#93-GTD Acura NSX GT3) and the #14-GTD Lexus RCF GT3 driven by Sage Karam made side-to-side contact. Karam slowed and Legge hit the rear of the Lexus more than once, causing the Legge's hood to fly up. The GTD championship-contending Acura sustained heavy front-

end damage and ultimately retired with steering damage. Karam was given a stop-and-hold-plus 60-second penalty for "unjustifiable risk" due to his braking after the side-to-side contact.

One hour into the race, Joey Hand in the (#66-GTLM Ford GT) takes the overall lead from Alexander Sims (#25-GTLM BMW M6 GTLM) with 29 laps completed. Two minutes later, Tommy Milner (#4-GTLM Chevrolet Corvette C7.R) takes the overall lead from Hand with 30 laps completed. Almost immediately, Bill Auberlen (#25-GTLM BMW M6 GTLM) takes the overall lead from Milner with 31 laps completed.

Shortly thereafter, Patrick Pilet (#911-GTLM Porsche 911 RSR) is into the tire wall and stalled at turn 5, but continued.

At this point in the race Tommy Milner (#4-GTLM Chevrolet Corvette C7.R) had this to say: "That was a good stint. I hung in there with the leaders for a while. The No. 25 BMW seemed like he was checking out, and the Ford was pulling away too but came back to me late in the stint. We have good pace; we

didn't have to save much fuel but it took a couple of laps to do it without losing the lap time. We'll keep pushing and pressuring the cars ahead of ours. We don't often see many yellows here. The gap to the leaders will be difficult to make up but second, third and fourth are just ahead of us. It should be a good fight to the end."

By this point in the day, temperatures were climbing. It was 85 degrees with a track temperature of 112 degrees under cloudy skies.

At 3:14 pm (after 1 hour 38 minutes of racing) Toni Vilander (#62-GTLM Ferrari 488 GTE) took the overall lead from Bill Auberlen (#25-GTLM BMW M6 GTLM) with 57 laps completed. Five laps later, Antonio Garcia (#3-GTLM Chevrolet Corvette C7.R) took the overall lead from Vilander. And one lap later Alexander Sims (#25-GTLM BMW M6 GTLM) took the overall lead from Garcia with 63 laps completed.

This was becoming a battle. With 85 laps completed Antonio Garcia (#3-GTLM Chevrolet Corvette C7.R) retakes the overall lead from Alexander Sims (#25-GTLM BMW M6 GTLM). Around the same time, Dirk Mueller (#66-GTLM Ford GT) went off track with #4-GTLM Chevrolet Corvette C7.R driven by Tommy Milner, both cars continued. This spin elevated the #62 Risi Competizione Ferrari 488 GTE into third place.

At 4:16 pm, it was over with 93 laps completed – the winner was #3-GTLM Chevrolet Corvette C7.R driven by Antonio Garcia and Jan Magnussen! Second place went to Richard Westbrook and Ryan Briscoe in the #67-GTLM Ford GT. Followed by G. Fisichella and Toni Vilander in the #62 Risi Competizione Fer-

rari 488 GTE. The #912 (L. Vanthoor / G. Bruni) and #911 (P. Pilet / D. Werner) Porsche 911RSRs finished in 8th and 9th, respectively. It was a caution free race.

Following the race Antonio Garcia (#3-GTLM Chevrolet Corvette C7.R) had this to say "It was another long day at the office, but it was a good one. Definitely good to have competitive pace and remain up front. That was something we weren't used to in the last races. We had a really, really tough middle stint where Ferrari and Ford were strong, but I was able to keep up with them. I didn't know how much fuel they were saving, so I didn't know what pace we were doing. Again, I think the key was stopping one or two laps longer than the Ferrari and the Ford because I had really clear laps from those two, in the low 42s that made me so close to the Ferrari and especially to be ahead of the Ford coming out of the pits. That was 90% of the race was that pit stop and being able to get in front of them. It was a very hard two laps coming out of the pits on cold tires but I knew if I was able to do that most of the race would be that, It was keeping the pressure up to make the Ferrari to make a mistake and probably we didn't allow the BMW to run very slow to make it to the end. That is part of racing. I think we definitely deserve this one."

Garcia's co-driver, Jan Magnussen, was surprised by the result and had this to say: "Unbelievable for us to come away with a win. Honestly, in the middle of the race it kind of looked situation of 'Okay, we aren't losing too much in the championship-a couple of points here, a couple of points there, but we would still stay in the lead of the championship.' Then for things to turn around like they did in the last half hour with the BMW coming up short (on fuel) and the Ferrari falling off. Crazy, absolutely crazy result. Such a fantastic result for the whole team. In a race like this with no yellows, which we kind of knew it was going to be like that, you can't really take advantage of strategy. Very few knobs you can turn on that. I think the crew, Antonio, just everybody on saving fuel to start with then going at the end putting a lot of pressure on everybody. Mistakes came. Man, this is fantastic."

In GTD, the winner of the class was J. Mul and C. Lewis in the #16 Racing Lamborghini Huracan GT3. The #16-GTD Lamborghini Huracan GT3 led every lap of the race. J. Klingmann and J. Krohn in the #96 BMW M6 GT3 finished second. The top 3 was finished out with T. Hindman / J. Bleekemolen in the #33 Mercedes-AMG GT3.







Following the race Jeroen Mul (#16-GTD Lamborghini Huracan GT3) said: We've been fighting so hard this entire year and to finally get a good result, we knew we had it in us, we knew we had a good car but it just wasn't meant to be up until this point. For this weekend the stars aligned perfectly, it was a complete home run. The car was an absolute dream, it handled this course beautifully. The first part of the race for me the start was a little tricky with the GTD and GTLM field staring all together but I managed to stay ahead, stay in the lead, and as soon as the entire

GTLM field cleared me I was able to get into a solid rhythm and pull away from the rest of the GTD field. I double stinted so I did the first two hours, maybe a little bit shorter, at the end of my second stint I had a little incident with a backmarker which cost me some time and made it a little more difficult for my teammate Corey Lewis but he did a good job holding off the BMW which got very close at the end. I can not thank Corey enough and Change Racing and Lamborghini enough for this incredible weekend."





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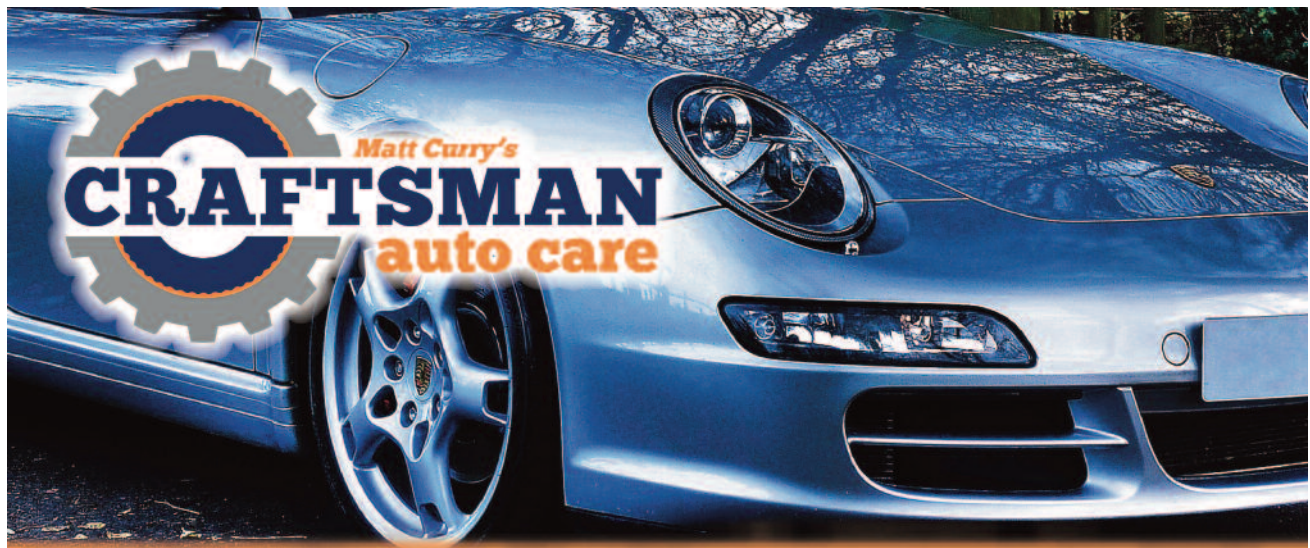
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# Potomac Elections

In accordance with the PCA Potomac's Bylaws, the 2018 executive officers will be elected by the membership on Saturday, December 2nd, 2017 at the Annual Membership Meeting (location TBD). The 2018 officer candidates, proposed by the club's Nominating Committee, are presented below. If you would like to nominate an additional candidate pursuant to the Potomac Bylaws, please submit your candidate, along with the endorsement of five active Potomac members, to the Nominating Committee Chair, Howard Hill (pastpresident@pcapotomac.org), by November 3rd.

Your vote is important to PCA Potomac. As a result, Potomac is providing two ways to vote this year: (a) electronically via mail-in ballot or (b) in person at the annual meeting. Details regarding voting and the mail-in ballot will be posted on our website and sent out in an e-Blast on or before November 13th.

**For President: David Dean.** David Dean joined PCA in 2003 following the purchase of his first Porsche – a 2003 Boxster S that he and his son picked up in Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping and a long, six week wait for the next drive. In 2004, he attended Potomac's September High Performance Driving Clinic and was hooked for life. Before his first Driver's Education event in 2005, David became the proud owner of his second Porsche, a 1979 911 SC prepared for the track. David became a DE instructor in 2010. In 2011, he started Club Racing his current track car, a 1993 RS America.

David has served as Potomac's Treasurer and Vice President and is currently serving on Potomac's Executive board as President.

David received his degree in accounting from West Virginia University in 1986 and is a Certified Public Accountant licensed in Virginia. He is a Managing Member of Fitzwater and Dean, PLC, an accounting and advisory firm in Woodbridge, Virginia.

**For Vice President: Mia Walsh.** Mia Potthast Walsh has been in the Porsche Club since 2008, along with her husband, Brian. During this time, she has served as the Social Chair, the Membership Co-Director, and the Volunteer Coordinator for the Potomac Club Race, and Secretary from 2014-2016. She is currently serving as Vice President on Potomac's Executive Board.

Her passion in PCA Potomac is participating in the Drivers' Education and Club Racing events, both as a racer in GTB1 class, and as a driver and instructor for DE's. She enjoys the weekends at the track with her husband, who, in turn, enjoys frequently passing her on the circuit.

Upon her 50th birthday, Mia turned in her mom-mobile, a 2013 Cayenne Diesel, and started her mid-life crisis with a white 2015 Boxster S with nautical blue interior.

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

In the community, she currently is the President of the Cromwell Valley Park Council. Prior, she served as Vice President of the Junior League of Baltimore and as Secretary for Baltimore Outreach Services, a homeless shelter for women and children in Baltimore City. She is also a volunteer for the Refugee Youth Project in Baltimore City.

**For Secretary: Gary Baker.** Gary Baker was born in Stuttgart, Germany, and spent his first 16 years there. He became fluent in German and saw his dad buy a 1979 front engine 928. It was the first car he ever washed, and he now hopes to restore it to its original beauty. His early passion for Porsche also shows in his long association with PCA.

Gary first joined PCA in 2008 as a member of the Potomac, The Founders Region. In the past 9 years, he served as the club's Secretary; Autocross Chair; a Nationally Certified High Performance Driver Education (DE) Instructor; and Club Race Co-Chair.

You'll find multiple division titles and championships for the PCA Autocross program in Gary's name. His enthusiasm for PCA events makes it easy for him to recruit new PCA members, something else he loves to do. He found a number of ways to improve the experience for all members, including an instrumental role in creating the very first DE Instructor Candidate Program. He also designed numerous challenging driving exercises for the High Performance Driver's Clinics, and works with those brand new to high performance driving.

You may have seen Gary's name before as a frequent contributor to our very own *der Vorgänger* magazine on many topics concerning high performance driving, club activities and Porsche in general. He also participates in the annual "928 Frenzy," an event devoted entirely to Porsche 928 owners. While Gary holds a soft spot for his dad's 928, he favors his sporty Carrera 996. When not at work as a Travel Consultant, traveling or at the autocross course or racetrack, Gary enjoys water skiing, go-karting and snowboarding.

**For Treasurer: Michael Handelman.** Handelman's passion for Porsches began when he was a teenager and saw his first bathtub Porsche and thought it was the ideal car.

He came to Washington in 1970 to attend George Washington University. He eventually worked at the International Monetary Fund for 28 years until his retirement at the start of 2012. He has been married 40 years to the same wonderful woman, and they have two grown children. After the last tuition payment, Handelman was finally able in 2009 to buy his first Porsche, a 2006 Seal Grey 997S cabriolet. With over 71,000 miles (which included a drive from the tail of the dragon to the Pacific coast highway and back) and more than 75 track days it is still running strong. Since then he has been a common participant in Driver's Education as well as one of the stewards along with also being a volunteer for Club Race. Michael enjoys Drive & Dine events and the club's other social activities.

Michael has served as Potomac's Secretary for two years and is currently serving his third year on Potomac's Executive Board as Treasurer.

**For Past President: Howard Hill.**





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# Eastern Shore Drive and Dine

PCA Potomac enjoyed fantastic weather for a weekend overnight Drive and Dine to the Eastern Shore from June 2 to June 4. Following a meet up just east of the Bay Bridge on Friday, we took some scenic back roads out to Saint Michael's, enjoying lunch at the Crab Claw overlooking the picturesque Saint Michael's harbor. We then drove through historic Easton and across the countryside to our second dining stop, Vanderwende Creamery in Greenwood, DE, for some high-butterfat content ice cream, served in monstrous portions. Our last sprint would take us across the bridge into Ocean City and our wonderful accommodations at the Lighthouse Club Hotel, overlooking Assawoman Bay next to Fager's Island.

After relaxing in our bayfront rooms and hearing the

cacophony of seagulls in the distance, on Friday night the group Uber'd over to an Italian restaurant up the road, "Touch of Italy".

On Saturday, attendees variously headed out for breakfast at a local deli, went to the beach, caught some of the mini-horses over on Assateague Island, visited Rehoboth, and cavorted with people half their age at the infamous Seacrets bar literally located both on and "in" the bay. Saturday night was spent at the Fager's Island Restaurant, first watching a spectacular sunset and then enjoying dinner and wine in the restaurant upstairs. Attendees regretfully had to head home on Sunday, but it was another spectacular visit to the Eastern Shore and surprisingly easy traffic in both directions!

*Story By Glenn Havinoviski.*

*Photos by Glenn Havinoviski, Nancie Havinoviski, and Barbara Azzinaro.*



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# Tour of Duty and Service

A call to action came in. Data transfer was given to me by way of our 2015 Carrera's on board computer telling me it was time for service and that it was my duty to take care of this at once. This was a mission I was not looking forward to, because the risk of very high traffic volume due to my location and the target of action. While I want to serve my Porsche honorably, I must admit to my strong aversion to weapons jamming of any kind and traffic jamming with a manual transmission is at the very top of my list.

How would the mission go. Living at our base in the beautiful countryside near Marshall, Virginia, it would go one of two ways. Scenario 1 - Leave during rush hour, being at battle most of the day and returning in a rushing shootout, mentally drained, possibly wounded, but with my service performed. Scenario 2 - Leave mid day, dash in and out, now in issued loaner equipment, leaving the Carrera overnight and making a return trip the next day. Drat.

I'm known by my wife and friends for my resourcefulness. There had to be a way of working in the demilitarized zone. Their must be a way to reduce this from a mission, to Porsche loving fun. I can be a man on a mission as much as the next person, but I favor the good time. It's the reason this car even exists in my life. Time to put the thinking cap on.

Hum, now thinking back over a year ago, my wife, Linda and I were on our way home from a southern road trip, passing through Charlottesville, Virginia. If I know about a Porsche dealer in the area, often I'll make it a point to stick my head in the door and have just have a look around. This happened to be the case with Flow Porsche of Charlottesville. Flow Porsche is basically a boutique dealership, tiny by comparison to many, but centrally located to downtown. So I made a call there, speaking with Service Manager Josh Bannon, who assured me they were not only fully prepared to take care of our car, but truly appreciated my consideration and were happy to provide a loaner or to be dropped off and pickup up anywhere around town during the 3 plus hours my car would be with them.

As it turns out, a close friend had just moved only two weeks prior to Charlottesville and in serendipitous fashion, had purchased a condo not one mile away. I love it when a plan comes together! So, the appointment was set, our friend was in go mode and the day of our appointment came. Out the door before 9am, we enjoyed a leisurely flow, encountering no traffic jams, arriving to our destination before 10am. With everything in order, our friend Anita picked us up, took us to see her new digs and then to a Charlottesville's downtown open air pedestrian mall

for lunch at Hamilton's. Great conversation and delicious food was followed by a nice walk and then a ride to see some favorite spots around town.

Noticing a bit more than three hours had casually drifted away, I called the service department who provided me with their card and I said, just thought I would check in. I was told how my timing was perfect, the car would be ready and waiting in about 10 minutes. Nice! Under no pressure, we made our way back to Flow thirty minutes later and there was our car sitting right in the service lane ready to go, with everything in order and the actual service tech actually appearing to ask if I had any questions. Now that's a first.

Now just 2pm, Linda and I are off. We made our way north to Culpeper, diverting for a great country drive the long way home up 522 through Sperryville, with a stop in Little Washington, and soaking up back roads I know like the back of my hand. Roads meant for driving and complete Porsche driving enjoyment. We arrived home relaxed and rested by 4:30 or so having happily done our tour of service.

I'll remind members of all places. A tour of service could mean different adventures for different people. Some may choose to head into the city, dropping their car and sight seeing D.C., or heading to the charming bayside town of Annapolis, or visiting Richmond to the south, or places up north. The idea here is considering the possibilities of thinking outside of your box and finding the enjoyment in maintaining your Porsche.

Story by Tom  
Neel



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The fastest car doesn't always win. Only four times in Porsche's 19 record-breaking Le Mans 24 Hours victories has the winning car started from the pole. Painstaking preparation, attention to detail and teamwork is the recipe for success at Le Mans.

This statistic is particularly surprising given the dominance Porsche has shown when competing for outright victory at La Sarthe. Seven of Porsche's first 16 victories were consecutive - 1981 through 1987; so too the last three - 2015 through 2017. But Le Mans is a race like no other. In 2015, the winning Porsche 919 Hybrid started 3rd, 2 seconds off of the qualifying pace. In 2016, the winning #2 Porsche 919 Hybrid took pole, but as the contest unfolded, was dominated by the superior race-pace of the Toyota LMP1 Hybrid; its sprint for the win allowed only by the Toyota slowing with 6.37 remaining and halting to a stop on the penultimate lap.

This year's win was as improbable as the last. Timo Bernhard, Earl Bamber and Brendon Hartley's winning 919 started 4th, 3.3 seconds shy of Toyota's record-setting pole time. At the five-hour mark, having spent over an hour in the garage getting a new front axle drive, the trio returned to the race in 55th place, 18 laps in arrears. But this is Le Mans.

Reading the pre-race headlines, the 258,000 in attendance would expect further Toyota domination. Kamui Kobayashi took the #7 Toyota LMP1 Hybrid to a record-setting pole time of 3.14791 seconds, a full two seconds faster than Neel Jani's 2015 lap record on the 8.469 mile circuit. Kobayashi averaged 156.512 mph to also beat Hans Stuck's 1985 overall qualifying speed (in a Porsche 962C), despite the Automobile Club de l'Quest's efforts to slow the cars down. This year's regulations mandated aerodynamic changes designed to reduce downforce by 30%. And Toyota entered three LMP1 Hybrids to Porsche's two, evidence again of their hunger to be only the second Japanese carmaker to ever win at La Sarthe (the first, and only, was of course Mazda, in 1991).

But if last year's ending was extraordinary, this year, Mr. Le Mans himself Steve McQueen, couldn't write a better script. Each factory Hybrid spent prolonged time in the pits, and on Sunday with just under four hours to go, the leading Hybrid was not leading at all, it was fighting to make the top five. After ten hours up front, Andre Lotterer dramatically slowed in the #1 Porsche 919 with a loss of oil pressure and was unable to return to pit lane under electric power alone, a fate suffered by two Toyota factory Hybrids as well. Incredibly, the LMP2 car of Jackie Chan DC racing (yes, the actor) was now in the overall lead. Only two of the top category Hybrids would finish. But Hartley,

whose race was over three hours in, now had the bit between his teeth and the #2 Porsche was flying. Calculations showed that without extensive full-course cautions or safely Slow Zones, the #2 could be in the overall lead shortly before the 24th hour. They did one better. With an hour and five minutes to go, Timo Bernhard, now in the #2, took the lead and held on for the win.

Porsche's Hollywood ending wouldn't stop there. Two of Porsche's winning drivers, Earl Bamber and Brendon Hartley, childhood friends, grew up together in New Zealand and raced karts, never dreaming one day they would stand together on top of the Le Mans podium. Both learned to drive on the karting track and on the Bamber farm; their moms worked in the kitchen at the track. An amazing dream come true.



The GT Pro battle was nothing less than a bar room brawl. 24 Hours long. The new Porsche 911 RSR demonstrated its potential, traditional reliability and even led at several points, but had to settle for fourth place, one lap down. The Aston Martin Vantage posted the GT victory. With 45 minutes to go, the Corvette C7-R left the pits just ahead of the Aston Martin for the lead. The Leitz-Makowiecki-Pilet #91 Porsche 911 RSR held the final podium spot, but the Ford GT was closing fast. The #91 had been hindered by a puncture suffered at the 23rd hour. With less than 20 minutes to go, the 911 needed a splash of fuel and gave up 3rd for good, with the Corvette, Aston Martin and now Ford GT running near nose-to-tail. With 10 to go, the top three were still within a second. The final 5 minutes saw the Aston and Corvette slap door handles several times before the scuffle became too much for the Corvette, having suffered a puncture. It finished 3rd. The sister 911 RSR, driven by Christensen-Estre-Werner, retired during the night after Christensen, who commented he was driving at the limit and taking big risks the entire race to hold off the opposition, risked a little too much at the Ford chicane, lost control and crashed.

A hat trick, and third 24 Hour victory in four attempts. Not a bad result for "Mission 2014. Our Return."

Story by Stuart Wirtz. Photo by Porsche.

## August 2017 new Potomac members

### New Members

James Aranibar - 2006 911 Carrera Cabriolet - from Bolling AFB

Peter Austin - 2009 911 Carrera S Cabriolet - from Phoenix - transfer from Chesapeake

Thomas Chang - 2014 Boxster S - from Centreville

Rob Chin - 2018 911 Carrera 4 GTS Coupe - from Centreville

Adam Donovan - 2012 911 Carrera S - from Washington

Peter Gardiner - 1977 911S - from Bethesda

Matthew Gidley - 1987 944 Turbo - from Hollywood - transfer from North Florida

John Graves - 1991 944 S2 Cabriolet - from Boonsboro

David Grusch - 2010 911 Carrera S Cabriolet - from Leesburg

Tessa Hall - 2006 911 Carrera - from Bethesda

Sander Hawkins - 1997 911 Carrera Coupe - from Germantown

Stephen Heare - 2008 Boxster - from Arlington

Thomas Jacobi - 1997 911 Carrera Coupe - from Washington

Pat Jankowski - 2012 911 Carrera S Cabriolet - from Springfield

Brian Kennedy - 2013 911 Carrera 4 Coupe - from McLean

Eric Kuwana - 2006 911 Carrera 4 - from McLean

Victor Machado - 2001 911 Carrera 4 - from Washington - transfer from Delaware

Patrick Mansky - 2010 911 Carrera 4S Coupe - from Potomac

Gregory Marinkovich - 2002 Boxster - from Fairfax Station

David Messina - 2006 911 Carrera S Coupe - from Alexandria

Ben Musgrove - 2015 911 Carrera S Coupe - from Haymarket

Melvin Newell - 2017 911 Carrera Cabriolet - from Mitchellville

Nicholas Nguyen - 1987 944S Coupe - from Annandale

John Palmucci - 2015 911 Carrera S Coupe - from Dulles

Kenneth Perry - 2008 911 Carrera 4S - from McLean - transfer from Connecticut Valley

Gregory Steve - 2009 Cayman S - from Warrenton

James Sykes - 2014 Cayman S - from Herndon

Luis Troche - 2017 Cayman - from Alexandria

Stephen Zvon - 1978 911 SC Targa - from Arlington

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## September 2017 Potomac anniversaries

### Anniversaries

#### 50 Years

R & J Johnson

#### 45 Years

Timothy & Penny Berardelli

#### 40 Years

Barbara Wozney

#### 35 Years

Dean & Carroll Drewyer

Joseph & Lynda Mayberry

#### 30 Years

Jeffery & Renell Gradeck

David & Charles Yerkes

#### 25 Years

Roger Armstrong & Tracy Caudell

Eric Johnson

#### 20 Years

Richard & Max Altman

Roger Brauning

James & Allison Gil

Martin & Eric Morris

John & Jan Motz

Tony Zelones & Katie Jaworski

#### 15 Years

Robert & Linda Gardner

Jeffrey & Carrie Kramer

John Tsaknis & Theresa Oliva

Kenneth & Michele Weiss

#### 10 Years

Edmund & Jillian Bentson

Michal & Patricia Glenn

Timothy & Stephanie Lundberg

Eugene Phillips

Sebastian Pleta

Fred & Nona Silver

#### 5 Years

Michael & Kimberly Cammarata

Samuel Crawford

Francis Daulong

Terrence Gardner & Donat vonBredow-Gardner

Gregory Gonzales

Manuel Guillen & Debra Zeh

Clint Howard

Peter & Diane Janke

James & Julie Marks

David Mather

Thomas McInnes & Robin Mevissen

John Meehan

Jon & Michael Meyerle

Kevin & Rebecca Nulty

Gregory & David Struba

Ryan Waits

## 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: Marten Hudson  
teaching White Class-  
room at VIR - Sept 2017.  
Photo by John  
Vrankovich.

Below: Tom Trumbo  
with instructor David  
Fox at VIR, Sept 2017.  
Photo by John  
Vrankovich.







Left: Michael Handelman at PorscheFest.  
Photo by Mike Kelley  
Photography.

Below: The Drive and Dine folks had a wonderful trip out to the Eastern Shore. Photo by Glenn Havinoviski.







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