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Cover photo: Drivers line their cars up at the High Performance Driving Clinic.
Photo by Mia Walsh



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der Vorgänger

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of the Founders' Region, Potomac,
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PORSCHE

Autocross Redux

On a Sunday in Mid-July I awoke at 0530, had some coffee and set out on a 75 minute drive to Summit Point Motorsports Park in West Virginia. At that hour even I 270 and I 70 can be a nice Targa top down drive into the not quite Wet and Wild borderlands where West Virginia, Virginia and Maryland meet.

I have been a sometime regular, sometime not Potomac (and occasionally Chesapeake) Autocross participant for about 15 years. My son Patrick went to Autocross School and has joined me at two or three events, but no longer participates. He thinks it too great a time investment given 6 very shortlived rewards. I was thinking to suggest a comparison with another high reward sometimes short-lived activity, but instead we talked about bungee jumping and sky diving.

In any case, the cost benefit calculation is real. By the time I returned home it was 1600 – 10 ½ hours door-to-door. I got 6 - 50 second runs for my time investment. Wow – 37,800 seconds resulting in a 300 second return. Not even a full percent. But a couple of times a year at least, it is worth it! How could that be?

The exit ramp from the Inner Loop (I 495 N) on to north bound Georgia Avenue is a complete hoot and if you continue on to the ramp leading back to the Outer Loop (I495S) you can get two pretty good driving highs. The problem is, if you mis-

judge your skill or the car's physics, or the road surface you can destroy your Porsche and worse. That can't happen at Autocross. You can flail your car around those cones – induce oversteer, trail brake, understeer and run though the stop box – it doesn't matter! You get to try it 6 times for almost a full minute each time. The Georgia Avenue Autocross takes 30 seconds and is surely exhilarating but it can kill you. What's the question exactly?

The course at Summit Point is more challenging than most. My 1st and 2nd runs were mediocre, but I was learning – or so I thought, as I got lost on my 3rd run and was handed the dreaded DNF – Did Not Finish. I improved in my 4th and stayed steady in my 5th and 6th runs. To a degree how you perform doesn't matter. The adrenaline rush of waiting to challenge the course is quite something! In between runs, you get to talk to other Porsche folk, have some breakfast and lunch, all bookended by a nice Sunday drive. It's actually a great investment of time if you like to drive and would like to know better how to run your car. I'm going to try it again at Summit Point on September 9th.

There are 2500 primary members of PCA Potomac. Only 75 or so can run each Autocross. Why let them have all the fun?

– Glenn

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Club Race!

Potomac's Club Race is on our schedule for September 21st through 23rd. The race is either this weekend or it just occurred - depending on the mailing of this issue. Hopefully, the mail cooperated and you can come and join us at Summit Point Motorsports Park for some exciting Porsche racing!

The Potomac Region was the birthplace of PCA Racing. In 2016, we celebrated the 25th Anniversary of Club Racing - and introduced a Vintage Racing Group to Club Racing. The goal for the Vintage Group was to provide an environment that was suitable for the old cars to come and play. After two years of watching the vintage cars on track, and listening to the "bench racing" of the drivers, I decided it was time for me to go vintage racing.

Over the winter, I acquired a 1969 911 that had been a race car since 1992. The goal for the car was to make the changes necessary to fit into the class I wanted to race in, sort it out at a couple of Driver's Education events, and have it ready in time to race in the Jefferson 500. (The Jefferson 500 is one of the largest vintage race events on the east coast held at Summit Point in May of each year.) After all, the car was "ready to race" - no problem! Those of you that have gone through this process are laughing at me. This is the third track car that I have purchased "ready to race" - and all have required time, money, and patience to reach a point of happiness with the car.



David Dean

The first series of changes we made to the car were those necessary to meet the rules of the class I wanted to race in (for non PCA vintage events), to fit me into the car, and in general, address the items that needed attention on a car that had not raced in about five years. Delays meant that there was no test time prior to the Jefferson 500. I decided to attend the school held the day before the race weekend started in order to get some seat time in the car. There was massive amounts of rain that week; the race was cancelled. The only thing I learned about the car in the one day in the rain was the need for a windshield wiper!

Over the course of the next three months, and three DE events, we managed to get the car sorted out. Between shifting issues, some electrical issues, and suspension adjustments, we addressed the car's mechanical issues. The additional seat time allowed me to start adjusting to a car that is 900 pounds lighter and 24 years older than my previous car. A trip to New Jersey Motorsports Park in August for a Club Race provided a nice final test of readiness.

Come out to Potomac's Club Race and check it out - along with over 100 other awesome Porsches!

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Potomac's calendar

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



October

6 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm

14 Autocross #7, Bowie Baysox Stadium

20 Tech inspection for Summit Point DE

20 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm

26 DE Volunteer Appreciation

27-28 DE Summit Point Main

28 Fall Foliage Drive & Dine #1

November

3 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm

4 Fall Foliage Drive & Dine #2

17 Morais Winery Autumn D&D

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Dulles, VA

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

Winchester, VA

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

Bethesda, MD

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

Potomac Monthly Brunches

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

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

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



Get The Most Out Of Your P-car

Story and photos
by Mia Walsh.

Twice a year, the PCA Potomac Drivers' Education Committee runs a High Performance Driving Clinic (HPDC) on the Jefferson Circuit at Summit Point Motorsports Park in West Virginia. Just an hour and twenty minutes from downtown D.C. and an hour from Tysons Corner, this motorsports park has everything you need to test the capabilities of your Porsche.

On September 8th, we hosted 29 new students with 32 instructors and volunteers to run the event and coach the drivers. Despite the constant cold rain, our students, volunteers and instructors laughed & smiled (and even snuggled together to stay warm!) throughout the entire day.

The morning schedule included classroom instruction and defensive driving and car capability exercises, focusing on threshold braking and understanding the Porsche automatic braking system (ABS) and Porsche stability management (PSM) features. In addition, a slalom cone course on the back side of the track was set up to help the students learn the weight and steering dynamics of their cars, while weaving in-between the bright orange obstacles.

PCA Potomac uses both the Jefferson Circuit and Main Circuit skid pads for this event. The wet surface skid pads offer the students training in understanding the over-steer and under-steer of their cars, as well as how to react and attempt to correct those issues as they arise. Often the most exciting part of the day, the controlled environment allows students to experience a pirouette of car spins and how to adjust brake and throttle inputs, along with steering corrections, to alleviate the spin the next time around. These also make the best videos to show their families when they get home!

After an additional classroom session, the students and their instructors made their way to the 1.1 mile road course of the Jefferson Circuit. Designed as a training circuit in 1996, including accident avoidance and emergency driver training, the circuit has since expanded to 1.7 miles, with elevation changes and challenging corners to test and hone the skill of our students

The students rode with their instructors for two 25-minute performance circuit driving sessions, utilizing the entry, apex and exit knowledge they learned in the

Below: PCA Potomac President, David Dean, poses with Jordan Applebaum, John Vrankovich and Steve Bobbit, who each instructed or volunteered in the heavy down-pours all day. Their faces are still smiling!



classroom. The three straights of the track allowed for accelerated speeds and passing. For novice drivers, the adrenaline and the amount of items they need to remember might be overwhelming, however, the PCA Potomac trained instructors have communication devices inside both the drivers' and instructors' helmets. The instructors talk the drivers through the track and ensure they experience the fast-paced environment in the safest of manner.

As the day came to a close, many students discussed the next step in the slippery slope of performance driving: registering for the last High Performance Drivers Education (HPDE) event of the season. The HPDC is a pre-requisite for the HPDE, in which the novice students are paired with a single instructor for a two-day driving and learning event. The HPDE does sell out in the novice groups, so they were encouraged to register asap to ensure their spot!

If learning about your Porsche car, its capabilities as one of the finest driving machines in the world, and having a permanent smile on your face seems appealing to you, please consider signing up for our next HPDC in March.

Bottom left: Instructor, Mia Walsh, and student, Jeannette Bassette Price, review the Jefferson track map. Since neither of the 5'1" drivers could reach the back part of the map, not even on their tippy-toes, they just skipped over that area for instructional purposes!

Below: Students line their cars up, eager to begin the morning track sessions on the Jefferson circuit.



2018 PorscheFest

Story by
Mia Walsh

What happens when you bring PCA Potomac members from a wide array of programs into one location? You call the event PORSCHEFEST and celebrate all-things-Porsche together. This year's PorscheFest took place August 3rd – 5th, culminating at Summit Point Raceway in West Virginia.

The Drivers' Education program had 211 registered drivers and instructors all intent on improving their high performance driving skills on the Summit Point Main course. In addition, over 75 guests joined the Saturday night fun at a Caribbean Barbeque under the tent and thankfully the storms stayed away this year!

Our Drive and Dine crew had about 20 cars and 40 people take in Regal Cinemas in Manassas and then drive to Summit Point. The scenic road trip went through the heart of western Loudoun and Clark Counties into West Virginia. They were treated to a lunch at the racetrack and a training course held in the observation tower, with the passing performance cars roaring in the background through the spectacular wall of windows.

Always popular are the amazing PorscheFest t-shirts, designed in Germany by graphic designer, Dani Munarriz-Springer, who has worked on Porsche books, like *Racing Demons*, *Porsche* and the *Targa Florio* by Michael Keyser and Mark Koense. Dani incorporated silhouette designs of Porsche cars throughout the years, playing on the 70 years of Porsche anniversary which was celebrated this year. (see picture)

Timing and conflicts prevented our Autocross and Concours programs from joining this year but Autocross Chair Steve Bobbit hopes to come up with a solution so they can participate again in 2019. The weekend seemed a trifle less "Fest-y" without Autocross and their fun-loving gang. Our hopes are that Michael Kaunitz can help coordinate both Concours (a wash and shine?) and Autocross into the 2019 PorscheFest event. Though Concours did not participate, John & Charlene Truban took many wonderful photographs of the day and enjoyed spending time with their lovely children!

As PCA Potomac is a volunteer run group, we should thank several people who helped make this event a success: DE Chairs, Dirk Dekker and Bob Mulligan, along with the Chief Instructors, Steve Wilson, Don Mattran and Dan Dazzo, ensured the DE program ran flawlessly. However, it takes a team of well over 60 volunteers to organize a single Drivers' Education weekend, so thank you to Registration, Tech, Grid, Classroom Instructors, Driving Instructors and the entire DE Committee and myriad of other volunteers who are cogs in this well-oiled machine.

Thank you as well to the Drive and Dine Committee, led by chair, Glenn Havinoviski, along with those who helped feed, shuttle and organize the D&D participants around West Virginia. A special thank you to Mark Hillyer, who provided intriguing classroom instruction to them.

Always ready to help with a wide smile and a warm heart, Chip Taylor organized both charity Laps and lunch-time laps for the Drive and Diners. These charity laps often raise approximately \$300 or so for our charity of choice.

Social chair, Pat Kaunitz, and her team of rockin' helpers have a lot of experience throwing parties for the Potomac region and this year went off without a hitch!

On behalf of the Executive Committee of PCA Potomac, we would like to thank all the guests, volunteers and participants in making this event a PorscheFest to remember!



Stafford Junction Visit

“Are we there yet?” says one of the ten boys in a big van early on a cool breezy Saturday morning. The boys are all fidgeting as their van climbs up the green lush Virginia highlands heading west on Route 7 towards Jefferson County, West Virginia. The boy’s exciting destination is Summit Point Motor Sports Park which is the most popular Stafford Junction field trip the kids take every year.

Since 2014 Porsche Club of America Founders Region Potomac Chapter Community Service has partnered with Stafford Junction to give boys and girls a fun, exciting, action packed day at Summit Point! Stafford Junction is a faith-based nonprofit organization that serves high-need children, youth, and their families residing in Stafford County, Virginia. Their mission is to transform lives through faith and action by partnering with residents, local churches, service agencies, and businesses to connect lives, build relationships, and foster understanding across socio-economic lines. Stafford Junction empowers children, youth, and their families in Stafford County and PCA Potomac is proud to assist with this noble endeavor.

The boy’s (between 10 and 16 years old) Summit Point day started at 0930 in the class room with a meet and greet, a short discussion of the day’s activities, race track safety issues, and to introduce PCA Potomac volunteers and boys. Pawtricity also provided a short presentation on pet health care with two small dogs. The boys spent their free time touring the paddock and too many gracious DE drivers, crew, and spouses gave the boys their attention and showed them a variety of Porsches, BMWs, Maserati, Mini Cooper, Corvettes, and a Cadillac! The boys had great questions such as “How do the drivers stay cool?” – one of the DE drivers gave the boys a lesson on his cooling suit and how his 911 is set up for keeping drivers cool on the hot track. The boys were also quite interested in the chewed up tires and ask great questions about how the rubber wears off on the track.

The most exciting event for the kids each year is Summit Point’s Skid pad rides, annually referred to as “drifting” by the kids. This year, three volunteers used their personal 911s, and two BMWs M series to show laughing boy’s how the cars handle in wet skidding conditions with sheets of gray water spraying everywhere.

Before lunch PCA Potomac volunteers lined up a colorful variety of Porsches ranging from a pristine white 1978 912E, a red 2016 Cayman, a tricked out blue 968, to a red 2017 911 GT3 Cup Car. The charity laps for the boys is the second most popular event. The boys piled into the volunteer’s Porsches and off

we went for 6 fun fast laps around Summit Point’s Main Circuit.

As we pulled into the paddock after the laps, our PCA Potomac Social Chair and volunteers, served a delicious lunch to everyone in the classroom.

After lunch the boys were given a tour and lesson in the shade of Nando’s prototype race car of which only 8 were made and six survive. Nando selected the youngest Stafford Junction guest, Osvaldo, to sit in the Ford prototype powered race car, hit the starter button, (as Nando supervised) as the car barked alive burbling loudly and boys plugged their ears.



This event could not be possible without PCA Potomac’s generous volunteer support who helped organize, chaperone, coordinate DE volunteers, set up and serve lunch, and wash the Stafford Junction van. After a group picture, we saw our Stafford Junction guests off with bags of event t-shirts provided by Potomac and goodies donated by Mark Francis of OG Racing and Tessa Hall.

Thanks to the following volunteers who made this another successful visit by Stafford Junction: Mark Hillyer, Zack Stoekel, Bill Serelis, Jim Crowley, Kevin Naughten, Aaron Risdal, Bryan Sandler, Len Derus, Ken Larson, Timothy Kutz, Bill Seymour, Colleen and Sean Reiche, Stephen Kiraly, Frank Watson, Tessa Hall, Pat Kaunitz, Frank Hardesty, and longtime Potomac members Art and Carrol Orton.

Story by
Kevin Naughton

Photos by
Charles Taylor

Europe Delivers!

Story and photos
by Hank Allen

One of our goals during our trip to Europe was to receive Debbie's new 718 Boxster GTS through Porsche European Delivery. We highly recommend this experience for your next Porsche. The following are some ideas that may help you plan your trip.

After our attendance at the 24 Hours of Le Mans, we spent a few days in Brittany and Normandy before returning to Paris to board the Thalys high-speed train (TGV) to Antwerp. There we boarded a ship to cruise on the Rhine and Moselle to Basel. During our last day on board, I decided to go visit the magnificent collection of cars located at the Cité de l'Automobile museum in Mulhouse, France. I took a regional train to Mulhouse and then the tram to the museum formerly known by the name of the mill owners Fritz and Hans Schlumpf who built the collection. The Collection displays over four hundred cars inside the former factory buildings. The cars range from 1878 to today, with both passenger and race cars including several Formula 1 racers from the last century and of course a Porsche 908 LH, 911s, a 2006 RS Spyder and a Quaker State CART racer. However, the gems of the collection are nearly one hundred Bugattis. These include several Type 32, 35, 37 racers up to a 1955 Type 251 F1. There are three Type 41 Royale, several 57C Atalante and Atlantique sedans. If you are near Strasbourg, Baden-Baden or driving through the Black Forest, it is well worth the detour.



On Friday 6 July, we disembarked from river cruise and traveled to Stuttgart by Deutsche Bahn Inter City Express (ICE). The next phase of our trip was to receive our 718 Boxster GTS. We ordered our car through Porsche of Tysons Corner for delivery on 9 July. Porsche Cars North America provided a compre-

hensive welcome packet that arrived before our departure. It included badges, ID tags, lanyards, taxi vouchers and instructions for the delivery. It includes one night at the Althof Hotel am Schlossgarten near the Haupt Bahnhof (main train station). We added two nights so that we could take advantage of being in Stuttgart-Zuffenhausen. On Saturday we took the S Bahn to the Porsche Museum. Remember that the Porsche Museum is closed on Mondays.

After a morning of viewing Porsches from the 1920-1960s - Number 1 replica, 356, 550, 718 and 904 - we took a break to have lunch at the superb Christophorus Restaurant overlooking the "flying-cars" sculpture on Porsche Platz (call to make a reservation.) The afternoon was dedicated to cars of the 70s and beyond: 908, 917s, 935, RSRs and a 2014 version of the 919. The original Pink Pig 917-20 and the Manthey 911 RSR "Grello" are on display. Its contemporary version recently won the GTE class at Le Mans. The museum modifies its displays on a regular basis.

Currently they are celebrating "70 Years of Porsche" and the arrival of the new Taycan (Mission E) sports car that will be available in 2019. The Taycan exhibit has a full-scale mockup, a virtual reality program and a model of the new factory that is under construction. Porsche is fully committed to the electric evolution. As the billboard says at the factory: "Its home is Zuffenhausen. Its heart is electric. The new Taycan." Until 2019, however, Porsche will sell as many GT2 and GT3s as they can. While in the future, the sound of sports cars may not be the same, the future of sports cars will be in good hands with Porsche.

On Sunday we visited the Mercedes Benz Museum. It is an easy S Bahn ride from the Haupt Bahnhof across the street from the hotel. The Benz Museum is very different from the Porsche Museum in that it accentuates the full line of Mercedes innovations and products: first automobile; trucks; buses; construction equipment; fire engines and, of course, the Silver Arrows. After seeing the first internal combustion engine and early horseless carriages, the museum exhibits, in succeeding lower floors, the classic buses, trucks, UNIMOG, sports cars and sedans. These range from 1928 SSK, 1938 W195 Speed Record Holder, 1954 300SL Gullwing, to 2010 SLS AMG. Mercedes was having a family day with games, water slide, music, dancing and entertainment. On the ground floor, the Mercedes race cars are exhibited on a banked "race track". Cars driven by Rudolf Caracciola, Juan Manuel Fangio, Niko Rosberg and Lewis Hamilton are on display, along with DTM and Le Mans winners. After a full day of fascinating viewing, we headed to the castle gardens for refreshments.

Monday started early, as we needed to be at Porsche Werk 1 at 8 AM. Porsche has converted their original 1940s building, used by the British Army in 1945 to repair their vehicles, into their Zuffenhausen delivery center. Upon arrival, you are provided breakfast and a place to store your baggage. After a nice espresso and brötchen, you are greeted by a host that will present your car. You are led into a large showroom area with individual stalls. Several 911 GT2 RS and GT3 RS were being delivered. Our host had Debbie sit in the car while he explained how to operate all the functions of the 718. After all our questions were answered, Debbie drove the car out of the area into the parking lot. We then joined two other American couples who were picking up their cars. Other nationalities were also picking up theirs in their language.

We returned to the lounge area where we were met by our English factory tour guide who took us across the street to the engine assembly plant, followed by leather fabrication and final body assembly. Three 911 Cup cars were ready for delivery. A dozen GTs were in the parking area, hermetically sealed in white plastic. The guide showed us the construction site of the Taycan factory within the Porsche grounds. The painted bodies will move from the water-based paint area along a kilometer-long conveyor mechanism to the assembly line for the “marriage” of electric motor, frame and body. Prototypes and production models are being tested at Weissach and on public roads. After the tour we were escorted to the dining room overlooking Porsche Platz across from the Museum. We had a pleasant meal getting to know our fellow Porsche owners and talking about cars and our travel plans. We returned to Werk 1, packed our cars and wished everyone a bon voyage. We headed north on the A61 toward Koblenz where we stayed overnight at Gasthaus Kachelburg in Dieblich-Berg on the Mosel River and enjoyed a traditional wiener schnitzel supper.

On Tuesday, we crossed the Mosel and drove through the Eiffel Forest to Nürburg. We arrived around noon and checked into the Dorint Hotel overlooking the Nürburgring Formula 1 circuit. The hotel is at the north end with a view of the entrance to the Nordschleife. We drove to the Devil's Diner and Ticket office to understand the process. During the day from 0800 to 1700, the track is used by the Mercedes and Jaguar Driving Schools and other track day participants. The open sessions start at quarter to six for two hours. You may buy your 25 Euro tickets for each lap on line or at the ticket office. I thought about driving our 718 on the circuit. Debbie thought that was crazy, and it was.

So, I rented a race car from one of the many providers in the area. Several of them cover both the Ring and Spa Francorchamps. I booked a car on-line from RingFreaks. Team RingFreaks have entered the 24 Hours of Nurburgring several times. They are a small reasonably priced operation. I drove to their

garage and received a detailed safety briefing. It sounded a lot like a PCA Potomac DE briefing, but with the twist that my fellow drivers would be a mixture of well qualified drivers in GT3RS and first timers in base VWs. Tom Neel provided a great primer in the July 2016 *der Vorgänger*. The Circuit, as he described it, is all three Summit Point tracks placed in the middle of the Shenandoah Mountains.



The rental provides limited insurance and two laps of the Nordschleife. Extra laps are charged upon your return. A video of your time on the track is provided. The briefer provided a Ring Survival Guide and very sensible recommendations: on first lap go slow and stay in the right lane as much as possible; be careful when taking an apex in a left-hand turn; maintain a steady speed on the short uphill straights and; take a break at Devil's Diner after each lap. On the second and third laps: do not let hubris get the better of you; pick up speed, but concentrate on being smooth and; stay focused. He then showed me the car. It was a BMW E36 325i with full roll cage, racing seats and harness. It had a five-speed manual transmission. I had not driven one in ten years! Fortunately, I had to drive a dozen miles to the track entrance and get my three online-purchased laps loaded onto a Green Hell card. He wished me luck, and I was on my way. I arrived at the ticket office at five-fifteen. The roundabout in front of Devil's Diner was jam packed, making it difficult to get to the ticket office across the street.

When the gates open to the track, the parking lots filled up quickly while some cars went directly to the track. I got to the ticket office, got my Green Hell “credit card” and drove to the parking lot across the way. I strapped in and got my helmet on. I then moved to the entry point that resembles a three-lane toll booth area. I pulled up and touched my card to the reader - the gate goes up and after 100 meters I am on the circuit. The Nordschleife circuit starts at

kilometer 20 and heads toward the F1 track before turning right toward Hatzenbach. Heading down toward Fuchsröhre, there are three short straights that rise and quickly drop off. “Don’t lift” as the saying goes and ease through the esses. The surface of the Nürburgring rises and dips to create blind spots where

faster drivers suddenly appear exiting your blind spot. You also crest hills where a slower car suddenly appears in the entry point of a turn. The stretch at kilometer 6 from Metzgesfeld to Ex-Mühle are highlighted on the map with



danger signs. The blind off-camber corners quickly appear and push you onto the curbs. The 72 turns would of course take days to remember, never mind master. It is all the more impressive that professional drivers like Timo Bernhard or Fred Makowiecki complete seven laps per stint at incredible speeds. At kilometer 12, the Caracciola karousel inside lane is very rough concrete that violently shakes the car. If you enter in that lane, it is imperative to stay in the lane through the bumps because of the crown formed between the two lanes. A change of lanes will likely cause the car to bottom out and or dramatically understeer. This is followed by several off-camber turns and very quick esses. At kilometer 14, large crowds gather on the slope to watch and film. You Tube has many compilations of accidents at that point. The goal is to not become a video!

The circuit is controlled by marshals and other security personnel that employ the standard warning flags and lights during the laps. This included local yellow caution flags and lights during each lap due to disabled cars that had crashed or broken down. There were also repairs being conducted on two sections of guardrail. After 72 turns you hit the fast Döttinger Höhe straight before turning off into the Devil’s Den parking area.

I treated the third lap like a Sunday of DE: more confident but careful. Three laps and at least three minor accident observed. After my laps I took in the carnival atmosphere of the Devil’s Diner, the parking lots, filled with cars from all over Europe and drivers from around the world. I then drove back to the garage and turned in the car no worse for the wear. I paid the extra lap and the owner emailed me the video of my laps. It sure felt like I was going a lot

faster than in the video! I am sure my laps were quite banal, but it sure was fun. I returned to the Dorint Cockpit Bar for supper with Debbie amid the Nürburgring memorabilia.

On Wednesday we visited the Nürburgring Museum and bought my souvenirs. The museum is small, but contains some interesting simulators, a variety of cars and a historical timeline of the track. At noon we started a wonderful drive through the Eiffel Mountains into the Ardennes. Spa Francorchamps is in the heart of the 1944 Battle of the Bulge: Ardennes Forest, Malmedy, Bastogne, and Saint Vith. We checked in at the Hostellerie Le Roannay in Spa. The hotel has hosted drivers and teams since the 1930s. There is a photo of the 1937 Auto-Union team in the garage that was later converted into the kitchen. The helipad on the grounds allows F1 bosses like former head Bernie Ecclestone easy access to the track. We drove to the track and visited the paddock, pits, grandstands, and the Brasserie deck that overlooks several corners: La Source; Raidillon/Eau Rouge; Paul Frère and; Stavelot. It is best to make a reservation because guided tours are limited.

I spoke to an operations staff member who kindly invited us into the track control room to have pictures taken on the podium of the presentation area. The control room contains multiple monitors with views of every corner, security vehicles, pit and paddock. It was controlling a significant number of cars present for a track day. Many racing teams and track day providers like RSR Spa and Curbstone Track Events were present. Transporters bring in the cars and support “gentleman” drivers as they do laps. I added a track day at Spa to my bucket list. After a refreshment on the terrace of the Brasserie, we headed back to the hotel for an excellent meal. It is no wonder many teams continue to visit Le Roannay.

In the morning, we started our drive through the Ardennes and Luxembourg toward the south of France. We made reservations for hotels in Stuttgart, Nürburg and Spa on-line before we departed. From then on, we chose our hotel in the morning, based on our next stop. This is a bit riskier during the summer, but it does provide more flexibility in one’s itinerary. Our next stop was Beaune in Burgundy, then a day in Avignon for the Theater Festival - a thousand plays presented all over town in large theaters, garages, schools and in public areas, like the square in front of the Palace of the Popes. We attended a play on Bastille Day before heading off to visit family in the Languedoc. There are several Roman monuments and picturesque cities to visit along the way: Arles; Nimes; the Camargue; and Montpellier.

We watched and celebrated France’s World Cup victory before driving to Aix-en-Provence. The Circuit Paul Ricard is close by at Le Castellet. Unfortunately, it is only open for track days a few times a year. It is

the site of several GT series, WEC Prologue and testing. This year the Grand Prix de France returned after a ten-year absence from the nation that founded the Grand Prix in 1906. It was held on 24 June as part of the Fédération Internationale de l'Automobile's (FIA) annual Formula One championship.

From Aix we drove down through the lower Alpes to the coast at La Ciotat to have lunch with one of my former work colleagues. Great sea food and Cote de Provence!

This was about the time the car reached its recommended break-in mileage of 1600 kilometers. This would allow use of the Sports mode! Porsche has an excellent application called GTS Community that provides fantastic mountain and seaside roads. But, there are many others not yet uploaded by Porsche enthusiasts! The following day we took one such road, D559, that follows the Côte d'Azur from Marseille to Cannes. Several other mountain roads were a blast to drive. The old National 7, long since bypassed by Autoroute A8, is more fun as a driver than as a passenger. Putting the 718 into Sport Plus Mode brings out the beauty of Porsche engineering. It hugs the road and provides the necessary acceleration. With the top down, the exhaust sound is great background music. The crackling during downshifts adds enjoyment to every turn.

After lunch in Saint Tropez, we arrived in Cannes in the late afternoon and settled in to the beachfront hotel. Debbie and I first visited there forty-six years ago carrying our backpacks! We spent the following morning exploring Cannes. Fortunately, the old town has not changed very much. The surrounding hills, however, are now filled with homes and condominiums. The afternoon was made for relaxing at the beach. The next day on our way to Nice we stopped in old town Antibes. Pablo Picasso visited and stayed in the castle that has since become the Picasso Museum. Antibes has many Roman monuments, including a theater, aqueduct and the city walls. We arrived in Nice in the middle of the Jazz Festival. The old city is the place to stay. The narrow streets of old town were filled with music and visitors. The variety of food reflects the history and influences of the Mediterranean. Many buildings are wonderful pastel colors.

We drove away from the coast into the foothills on D2209 to Vence where we visited Henri Matisse's masterpiece, the Dominican Chapel. The picturesque hill-top village of Saint Paul de Vence is a few kilometers further on D2210. It is best known for the Maeght Foundation that houses the collection of Marguerite and Aimé Maeght. It includes modern and contemporary masters: George Braque; Alexander Calder; Marc Chagall; Fernand Léger; Giovanni Giacometti; and Joan Miró. The artist Marc Chagall lived and is interred there. The museums are great, but getting there was twice the fun!

But enough culture and education, let's get back to automobiles! On Sunday, we drove down the coast on D6098 to the Principality of Monaco. We arrived and made our way to Monte Carlo and immediately crossed the F1 start-finish line on Boulevard Albert I; up the Rue d'Ostende; past the Hotel de Paris and Casino; down the hill to the Grand Hotel Hairpin, to the bottom of the hill and turn right into the Boulevard Louis II Tunnel; upon exiting into the bright light there is a quick left-right turn onto the Quai des Etats-Unis followed by a sweeping left turn into the port chicane around the Piscine (pool); ending with Racasse Turn to passed pit entry onto the main straight. It was a good thing we did our laps early, by noon the circuit was a traffic jam. People were arriving for the opening of the many casinos. For Deb and me, it was a Sunday morning drive, certainly nothing like the Porsche Cup race or Formula 1, but fun to visualize the circuit from a driver's perspective and see how narrow some streets are. Go early in the morning to avoid much of the traffic.

Our last day was used to enjoy the coast, get the car ready for shipment, reorganize our baggage and drop off the car. There are several drop off points in Europe. Shipping is free when the car is returned to Stuttgart. Other locations incur an additional cost. We turned in our 718 Boxster GTS to the shipping expediter at the Nice Airport without a scratch! This was no simple feat considering the narrowness of parking garages and the omnipresent speed bumps that were not designed for the GTS. Turn-in was a relatively easy process since we had followed the instructions provided by our dealer and scheduled the turn-in with the consigner prior to our departure from the US. The location is easy to find, and the process only takes thirty minutes. We took many photographs of every angle of the car as recommended. It will be delivered to us by our dealership in about six to eight weeks. We stayed overnight at an airport hotel and caught our morning flight to Paris and on to Dulles.

European delivery is well worth the planning and preparation required. Ask questions before you depart. Travel as light as possible. Test out your luggage on a car at the dealer prior to leaving. Drive reasonable distances to enjoy the ride. Build a vacation around your delivery. Choose the dates based on your interests and the date of events. Museums are often closed on Monday. Driving on a circuit must be planned around their schedule. Purchase your train tickets; make key hotel reservations and schedule your visits to coincide with the availability of activities. Le Mans, Zuffenhausen, the Nordschleife, Spa, touring Europe and driving the twisty roads of the Côte d'Azur is unforgettable. It is very difficult to accomplish everything in one trip. There are still many events on our list. We look forward to our next trip!

Michelin GT Challenge Virginia International Raceway

Story and photos
by Ken Marks

Alton, VA, August 17 – 19, 2018 – The IMSA circus returned to the rolling hills of Virginia once again. On Friday, the weather was beautiful at 89 degrees under sunny but humid skies. A day for practice

In Practice 1, Richard Westbrook in Ford GT #67 was fastest, followed close behind by Earl Bamber's #912 Porsche 911 RSR. In GTD, it was Jack Hawksworth in the #15 Lexus RCF GT3 followed by Jeroen Bleekemolen in the #33 Mercedes-AMG GT3.

Saturday morning was a little cooler at 81 degrees, but skies were cloudy. During Practice 3 on Saturday morning the cars that were fastest had changed. During the session, the #66 Ford GT (Dirk Mueller) went into the trees backwards at Turn 14 ruining its session and bringing out the red flag. The session ended with the #4 GTLM Corvette (Tommy Milner) fastest followed by Connor De Phillippi in the #25 BMW M8. In GTD, the #14 Lexus RCF GT3 (Kyle Marcelli) was now fastest. Jeroen Bleekemolen in the #33 Mercedes-AMG GT3 remained second.

The main event for the GTLM and GTD cars on Saturday was qualifying. The GTD qualifying session was first. Six minutes into the session, the first drops of rain were reported; it was not long before there was steady rain. Nonetheless, Jack Hawksworth claimed his fifth IMSA pole with a time of 1:44.364 in the #15 Lexus RCF GT3. He was followed by Jeroen Bleekemolen in the #33 Mercedes-AMG GT3 and Bill Auberlen in the #96 BMW M6 GT3. Of interest to Porsche devotees - - Patrick Long in the #58 Porsche 911 GT3 R qualified 6th.

Following qualifying, Hawksworth discussed the possibility of rain on race day. "I don't really know. In these conditions anything can happen. In the rain it's a little bit of a lottery. Maybe it's good, maybe it's not. I'd rather it be dry to be honest with you. So far this weekend the car's been working well. It was a tricky session. It started to spit at the beginning of the session. The whole point was to do a couple of laps to warm everything up and then when it started to sprin-

kle then I thought I should push a little bit more. I managed to get a good lap in there and then it started raining halfway through my next lap, luckily enough it was fast enough for the pole."



By the time the GTLM cars started their session, the rain was heavy. The "rooster tails" behind the cars were spectacular. But the rain stopped quickly about 1 minute into the session and the track started to dry. Even so, there were a number of cars that went off track, including John Edwards in the #24 GTLM BMW M8 and Earl Bamber in the #912 Porsche 911 RSR. At the end of the session it was the #67 Ford GT of Richard Westbrook on the pole followed by Patrick

Pilet in the #911 Porsche 911 RSR and John Edwards in the #24 GTLM BMW M8.

Westbrook had a lot to say about qualifying. "It was great fun. We left a bit late. But we just thought there was no need to panic.... I wanted to go out on slicks but they were persuading me that it's not going to dry out. I think it was [dry] in the end. It was probably enough to go for it on slicks, but it didn't matter. We went out on wets and the tires were good at the end because we hadn't been pounding round and round. I think we got it just right. I love the wet. It's my first time around here in the wet. It's a lot of fun. It's pretty tricky because there are so many different sealants on the tarmac so you've got grip and then you don't have

a bogey trap for me. I've been working on my karma and just imagining that it's just a really good track for me, trying to get my head around it, and it's been good all weekend. It'd be nice to get one of those nice shiny gold trophies."

Race day (Sunday) was a little cooler, 75 degrees, but still cloudy. Rain was reported to be in the area. During the warmup, the Alexander Sims (#25-GTLM BMW M8 GTLM) stopped off course near turn 15, he climbed out of the car and looked at the left rear where there was smoke. There were no other incidents during the warmup.

Gov. Ralph Northam (Governor of Virginia) was the Grand Marshall of the event and he waived the green flag to start racing at 1:05 pm. Two minutes later Tommy Milner (#4-GTLM Chevrolet Corvette C7.R) was off at turn 14 after touching the rear of Earl Bamber in the #912-GTLM (Porsche 911 RSR). Almost immediately Bamber slowed on course with a flat right rear tire. Meanwhile, Richard Westbrook (#67-GTLM Ford GT) was in the GTLM lead after the first lap and Jeroen Bleekemolen (#33-GTD Mercedes-AMG GT3) was in the GTD lead. Earl Bamber was given a drive through penalty for the incident.

By 1:12 pm, temperatures had started to rise and the ambient temperature rose to 89 degrees and the sky was sunny.

Meanwhile, after serving his penalty Earl Bamber quickly set the best overall lap time (1:42.600) and Patrick Long (#58-GTD Porsche 911 GT3 R) was fastest in GTD (1:45.434). Pit stops for tires and driver changes began around 50 minutes in the race. Fifty minutes into the race, at lap 29, John Edwards (#24-GTLM BMW M8 GTLM) took over the lead from Ryan Briscoe (#67-GTLM Ford GT) and Jack Hawksworth (#15-GTD Lexus RCF GT3) became the new leader in class from Jeroen Bleekemolen (#33-GTD Mercedes-AMG GT3). Shortly after Connor De Phillippi (#25-GTLM BMW M8 GTLM) took the lead from Jesse Krohn (#24-GTLM BMW M8 GTLM).

Minutes later, Antonio Garcia (#3-GTLM Chevrolet Corvette C7.R) took over the lead from Alexander Sims (now driving the #25-GTLM BMW M8 GTLM) at 31 laps. In GTD, Bill Auberlen (#96-GTD BMW M6 GT3) became the new leader in class passing David Heinemeier Hansson (#15-GTD Lexus RCF GT3) at 32 laps.

One hour, 11 minutes into the race the first yellow



grip. So it's difficult to judge but thoroughly enjoyable. This stage in the season I'm going to say this is an important pole." When asked about his thoughts on rain for the race, he hesitated and responded: "Honestly, I prefer a dry race. If it's raining we know we've got a good car as we've proved today. We'll make some changes if it is going to rain. I don't care, the main thing is we're starting from the front. We've had two awful qualifying runs in two years and it's been a bit of

flag of the race came out. It was out for Nick Tandy (#911-GTLM Porsche 911 RSR). He stopped near the esses, driver's left, smoke coming

from the back of the car. Shortly before the car stopped, it had been leading the race. Jesse Krohn (#24-GTLM BMW M8 GTLM) inherited the lead. Pit stops under the yellow ensued.

At mid-race, Jesse Krohn (#24 BMW M8 GTLM) was now leading GTLM, followed by Jan Magnussen (#3 Chevrolet Corvette C7.R) and Laurens Vanthoor (#912 Porsche 911 RSR). In GTD, Andy Lally (#44 Audi R8 LMS GT3) was in the lead, followed by Gunnar Jeannette (#63 Ferrari 488 GT3) and Ben Keating (#33 Mercedes-AMG GT3).

By lap 67 (2 hours, 5 minutes in the race), it was Alexander Sims (#25 BMW M8 GTLM) in the lead followed by Jan Magnussen (#3 Chevrolet Corvette C7.R) and Jesse Krohn (#24 BMW M8 GTLM). Lau-

rens Vanthoor (#912 Porsche 911 RSR) had slipped to 5th place.

In GTLM things had settled down, but in GTD Patrick Long (#58 Porsche 911 GT3 R) made a spectacular pass two turns from the checkered flag to move into 2nd place behind Dominik Baumann (#14 Lexus RCF GT3). Katherine Legge (#86 Acura NSX GT3) settled for 3rd.

Connor De Phillippi (co-driver of the GTLM race-winning #25-GTLM BMW M8 GTLM) said that the team's strategy "was down to the last pit stop. Obviously, after the contact we had to rethink what we were going to try to do. We went with a more aggressive strategy and we saw that if we stayed out longer we'd have a clear track. And the others would be hitting the GTD traffic. We went forward with that strategy and with that we gained while they were stuck in traffic which was enough to keep us out front. The



Michelin tires were hooked up, and held up so well we didn't have to put any on the last stop. Alex just drove the wheels off to it for the finish. This win feels amazing. This is a new program, and obviously when you switch to a new brand and a new family you always want to win the first year out and I got one at the Nurburgring, and now to do one with my full-time race in this series, it's really special to me and feels really great."

Kyle Marcelli (co-driver of the GTD race-winning #14-GTD Lexus RCF GT3) "It was not an easy race. The temperatures made it difficult inside the car. Dominic did a heck of a job to do a double stint at the end. I didn't think it was possible. I thought I was going to have to get back in the car. Huge effort by him and the whole team. The first win is always the most difficult to get. And it's great to back it up. Huge thanks to 3GT racing and Lexus Racing. It's been a great day, I can't say anything more about it. [getting another win for Lexus] It feels great. We just had to drive a clean smart race. We felt outright performance we might not have the winning car, but we might have a top 5 car. But we were just there, we were always in the fight. Thanks to the Mercedes, and the Audi and the Acura coming together, it inherited us the lead, and those closing laps under pressure are tough to drive, and Dominic was a true professional today. [driving a clean race] It's not easy. I think if you look up and down the grid, we've all made a few mistakes, but it's just minimizing them. It's a track that's demanding physically and mentally and easy to make mistakes and drop wheels and fill the radiator full of grass. It was he who made the least mistakes who came out with victory today."

Antonio Garcia (co-driver of the second place in GTLM #3-GTLM Chevrolet Corvette C7.R) "It was definitely another second. Which is probably not what we were looking for. But in the end, it's what keeps bringing us with more and more points which matters with the championship. I'm very happy with the race. I'm very happy with the way Jan drove. We were almost so unlucky to not make the start because I hurt my knee so badly.... And he was able to the other bit. It was a tough race, it was very

very warm. We are in the lead now, so let's see if we can finish this championship with winning a race and getting to the end."

Jan Magnussen (co-driver of the second place in GTLM #3-GTLM Chevrolet Corvette C7.R) "I was just pushing as hard as I could trying to keep the gap to the car behind me. So he was never in real danger but I felt like I was in danger of losing second place so I had to push. It was so tough, so hot in the car. It was a tough one but a good result."

Patrick Long (co-driver of the second place in GTD #58-GTD Porsche 911 GT3 R) "Well the last pitstop they said 'you're P8' and I said how many of those people ahead of us still have to stop and they said zero. I thought well I better tighten my belts because this is going to be a long afternoon. The car was magic on the long run. We didn't quite have the pace on the straights or over a long lap but we knew there was going to be tire degradation and that Lexus was out of tires there at the end and Katherine is obviously running for a championship, so I had to measure up everybody. I ran a pretty aggressive race. I pretty much gave each guy three laps and if they were blocking me, I kind of had to get a little physical. But I ran people the way I would expect other people to run me, but I had a good time out there. Thank you to Wright Motorsports and to Porsche for sticking with us. We had a really tough start to the year and now it feels really good to be back at racing with these guys... I thought to myself, usually I'm not the patient one. I had a memory of Mike Rockenfeller and it paid off on one of them. I needed them to tangle a little bit more in order to pull that off. But we were able to get Katherine there at the end. I've run against her since about 2002 and we were able to talk afterwards and it's a tough one when you're running for a championship and you've got another one behind you. Of course, I always want the win but someday you've got to take the podium and push forward."

Christina Nielsen (co-driver of the second place in GTD #58-GTD Porsche 911 GT3 R) "Definitely, I think VIR is the most challenging track we drive all year. So it's definitely a good result here. And if you ask me, to be honest, it's the coolest trophy we get all year. It was a really well done work by the team, I had a really minor mistake in the pit stop which unfortunately cost us the max, the victory or at least the chance to battle for it. But Patrick did an amazing job, and the team executed so well. I think that we did pretty well, I think overall a pretty good day. It wasn't perfect, it was maybe 99% overall, but to finished p2 with that, I think it feels pretty darn good."

It is important to note that this was the first win for the BMW M8 GTE car driven by Alexander Sims and Connor De Phillippi. Indeed, it is the first win anywhere in the world for the 2018 BMW race car. The #912 Porsche, it should be noted, came back from its first lap incident to finish 5th.





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A Visit To Intersport

About once every five years I go through the exercise of deciding if I should buy an older Porsche. Maybe even one that needs some work. I could make the “restoration” a new hobby. As I assess the likelihood of this being a successful experience I have to consider all the “don’ts” that would quickly evidence themselves:

- I don’t have a garage
- I don’t have any tools
- I don’t have any equipment
- I don’t have any knowledge
- I don’t have skills
- I don’t have experience

Basically, I don’t have a chance of making this work.

Nevertheless, it’s been about five years so I thought it was time to take another look. I knew that one of dVs sponsors, Intersport of McLean, VA maintains an inventory of very nice used Porsches and has the facilities and personnel to keep them running. So, Bill Whitman (who is learning dV editing to work with me and Michael Sherman) and I took the drive to McLean to visit Omar Hilmi and Charlie Murphy who own and manage Intersport.

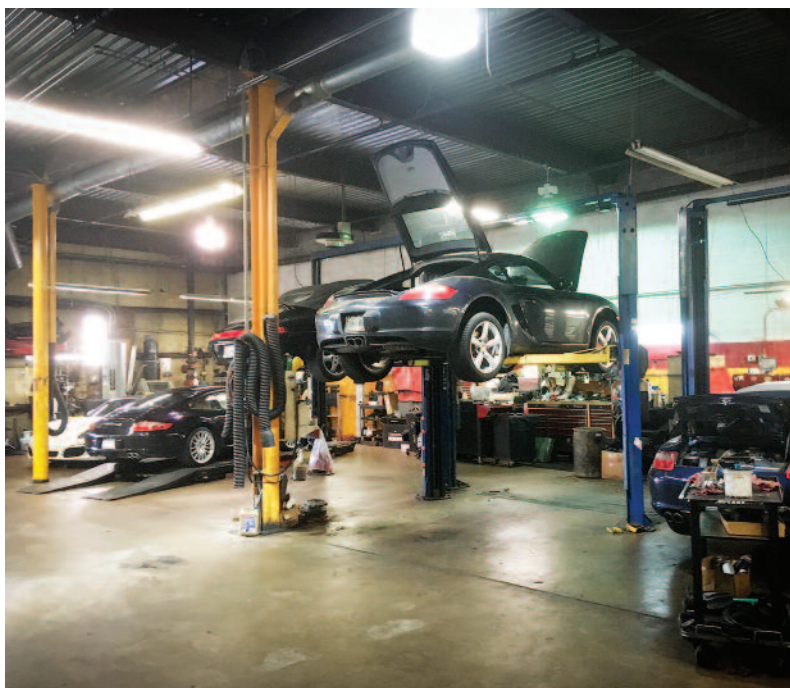
Intersport has been in business nearly 40 years having operated as Autothority when they got started in Vienna having moved to their current location 20 years ago. They offer full mechanical service for all Porsches and stress their excellent diagnostic and repair service including a complete machine shop. They don’t do body work but can arrange to manage that done by third parties. Their “annual service” for Porsche keeps warranties valid and is competitively priced. They also offer free pick-up and delivery

within 5 miles and free loaners. As a final touch they also wash and detail cars.

For customers closer to Ashburn they are about to open a 25,000 square foot facility with 12 bays featuring Factory Porsche lifts, toolboxes, etc.

Now about those cars! It’s worth a visit to stare at and think really hard about their Porsche inventory. I saw some Porsches that you generally only see in glossy magazines! It was more like visiting a museum than a repair facility.

*Story and photos
by Glenn Cowan*



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Country Road

It was the crack of dawn when I left. My wife Linda was still very much asleep. Only the cat was aware of my actions and was determined to be fed before my exit. She's (the cat) never too demanding thus, appreciative of my acknowledgment and follow through. A much-needed cold front had come through the day before, killing the swelter and leaving the air crisp and fresh. I wanted to feel its wind-chill, as it passed aerodynamically over and around my leather-wrapped body.

Leather pants, jacket, boots and gloves, earplugs and helmet. The garage door rises and I push it out to our long paved driveway. Colored in black and signal yellow, I throw my leg over, push off and coast slowly away from the house so as not wake Linda when I thumb the starter button. 400ccs fire to life and I'm off. The morning sun is doing its early best to shine, casting long shadows, but my direction is west, and it will be little more than an occasional glare in my mirrors. I twist the throttle, and my little willing partner responds admirably. After all, there may only be 45 horsepower on tap here, but at only 366 pounds wet with fuel, I promise it's a two-wheeled gazelle.

I've been riding motorcycles for nearly 50 years, back when most of their engines were of small displacement. I buy motorcycles often, and in 2011 I found myself wanting to revisit my youth by returning to these small engines in small, lightweight frames. That was seven bikes ago and today, Kawasaki's new Ninja 400 is a shining example of a good thing coming in a small, yet quick and nimble package. So perfect it is for the task at hand this morning, becoming one with a country road.

To those feeling the absence of a particular German automotive brand right about now, please forgive me. My morning's ride was just a complete case of asphalt intoxication. So good was the morning and my connection to the roads, Porsche was just a little less important. But not unimportant. You see, this story is truthfully only about our compatibility as drivers or riders with a good country road. It is a visceral experience to the likes of a passion for me - and I know I'm far from alone. The best country roads are rhythmically seductive and, be it two wheels or four, I am completely addicted to dancing with them. So, Porsches too, are an essential part of that bliss.

Road racing courses were the natural by-product of good country roads. It is no wonder why iconic road courses such as the Nordschleife and much of Le Mans and Spa Francorchamps, and many others, including some here in the States, began life as public roads, and country ones at that. Building these roads in the early days incorporated the natural flow of the land. What

started as a horse-drawn path, became a road and a wonderful partnership formed where the road would go along with every changing contour mother nature gave us. Hills and valleys, over hill and dale, sometimes on camber (banked into your turn) and other times off camber (banked away from your turn). Poking along, one hardly pays it much mind, but driving in a more spirited fashion brings new emphasis to a road's technical attributes. It also brings the fun. Add in a view, with no place to be, and you have way more fun. Source a piece of machinery which was built for such fun, well, now you're having a blast!

Roads are not without risk and road courses have claimed the life of many a talented racing driver. Their fates were not all the fault of the road. Cars of the day and a lust for a win were the real culprits, the road was just there minding its own business. Its lefts and rights, quietly idling, yet alluring.

Humans are unique in looking for a challenge. In doing so, we test ourselves and the limits of our equipment. Years of fatal mistakes created social pressure which led in many cases to the modern construction of flat, boring circuits. Many of the road circuits of the past have also had their fast curves chicaned so as to nip the speed at the bud. So ironic is it then that a master like Ayrton Senna would perish at the Tamburello corner at Imola and his fatal crash would also be the end of the life of the high-speed turn. A chicane would take its place and Senna disliked them.

But in the world away from the demands of the track, good country roads await. Yes, they can have unforeseen obstacles, blind corners, gravel, wildlife and law enforcement. But they can also have a technical challenge, engaging corners and sweepers, spectacular views and mentally stress-scrubbing properties. Many of you know I'm an artist, and I can absolutely share that without a good country road, I would also be creatively stifled. These roads fix me. It's almost as if there could be a doctor specializing in automotive alternative medicine. Turning to ill-feeling PCA members with a wonderful new prescription of country roads, I can hear him or her saying, "Take two of these and call me in the morning - with directions!"

Story by Tom
Neel



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Proper Alignment

Some 20 years ago while going through Tech at some PCA Potomac event, the inspector informed me that my car “failed” because the Porsche crest wheel center caps were not correctly aligned by being pointed at the valve stems. He was just kidding (sort of) and pointed out (pun intended) that I had failed to adhere to what he claimed was an old Porsche tradition.

Over the years I have continued to hear about this “tradition” and at this point always check to make sure my crests are properly aligned. Every Porsche event I attend is an opportunity to continue my field study of this phenomenon. My entirely quasi-scientific analysis suggests that about half of Porsche owners are on point. The other half don’t know, don’t care or are purposefully obtuse.

An intensive 10 minute Internet search uncovered the following:

“I had never heard of this, so I checked and sure enough, my dealer installed the shields pointing towards the valve stem. I’m so relieved!”

“A silly little detail for the obsessive personalities among us. The bottom tip of the Porsche crest emblem is supposed to point at your valve stem. Check your

alignment!”

“Why? The idea is to help you find the valve stem quicker, probably has roots in classic Porsche racing. With racing, every second counts! Line them up so you look like an aficionado. We must make note that this sort of alignment is not possible on center locking wheels (like GT3 & Turbo).”

“??? Of course it points at the Valve Stem. How else can you quickly find it on a pit stop? Tradition.”

“I am 62 and have never been accused of being obsessive about anything. But my centre caps always point at the valve stem, and I would be a bit uncomfortable if they did not. There are some things that you just do, because life is sometimes better when you uphold a tradition.”

“Porsche actually makes a tool to help remove the center caps but seriously . . . Get a shirt hanger like you get from the laundry. Bend it into a “U” shape and cut away the rest of the hanger. The “U” shape needs “legs” about 3” long. At the end of each “leg” bend the hanger into a short “L” shape. The hanger fits into the holes on the center cap and gives you some leverage to adjust the cap.”

Story and photo by Glenn Cowan

This piece answers the question found on the last page of the previous dV issue.



August 2018 new Potomac members

New Members

| | | |
|--|--|---|
| Mike Alberti - 1988 928 S4 - from Ashburn | George Green - 2005 Boxster S - from Hagerstown | Bill Schomburg - 2009 911 Carrera 4 Coupe - from Fairfax |
| Scott Altman - 2014 Boxster S - from Washington | Tom Kashynski - 2011 Cayman S - from Falls Church | Jason Smith - 2006 911 Carrera S Coupe - from Harpers Ferry |
| Daniel Bellingham - 1968 912 Coupe - from Herndon | Alex Mazzotta - 2007 Cayman S - from Alexandria | Joe Stein - 2017 Macan - from Haymarket |
| Allan Bernman - 2018 718 Cayman - from Washington | Lance Nguyen - 2014 911 Car- rera S Coupe - from Hern- don | Joseph Ustaris - 2014 911 Car- rera S - from Fairfax Station |
| Carla Briceno - 1999 911 Car- rera 4 Cabriolet - from Oak- ton | Ethan Palmer - 2008 911 Car- rera S Coupe - from Chan- tilly | |
| Jorge Costa - 2014 911 Carrera S Coupe - from Kensington | Paul Portu - 1997 Boxster - from Lorton | |
| Lee Daniels - 2014 Cayman S - from Mount Airy | Matt Riddle - 2011 Cayenne Turbo - from McLean | |
| Brian Elsts - 2012 911 Carrera 4S Coupe - from Arlington | Richard Saddler - 2015 911 Carrera 4S Cabriolet - from Warrenton | |

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30 Years

Mark & Cindy Wille

25 Years

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Chris & Robert Overholser

20 Years

Faith DiBiasi & Roger Touma

15 Years

Linda & Stephen Christ
John & Pamela Clay
Marshall Contino & Kristin Carleton
Jonathan & Kirsten Gillibrand
Richard Koller
James & Deborah McKee

10 Years

Kenneth Harwood
Howard Hill & Gail Tyus-Hill
Edward & Katrina Ingalls
Joseph Kale
Gary Morando
Kenneth & Rhonda Moser
Casey & Cori Parkin

5 Years

Young & Sandy Chang
Jeffrey Forbes
Jeremy Hawkins
Paul & Janet Jameson
Harold & Connie Keys
Eric & Patricia Long
Kevin Martin
Robert McKinley & Patty Baglieri
Steven & Ann Sturner
Gary & Lynn Van Horn
Rick & Pamela Windon



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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. **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: HPDC at Summit Point.

Below: Kevin Naughten shows some Stafford Junction visitors the details of his 911 Targa.



PCA Newcomers

For a couple of decades I looked at Porsches from afar due in part to the expenses of raising a growing family. Those were choices happily made, but as my internal clock ticked away, I eventually asked a friend of mine, who has owned Porsches for years, how I should approach the process. I thought I wanted a 911, but wasn't 100% sure. Maybe a less expensive Boxster would do the trick? Who could give me good advice? His first guidance was to "join PCA and find a guy". I said, "what do you mean 'find a guy'?" He said, "you know, a guy - someone who can fix your car without bankrupting you". More about that later.

I started trolling the PCA website as a "guest" and saw that there was an "Open Board Meeting" coming up. I didn't know any Porsche owners other than a friend in Memphis. Mostly I knew mini-van owners, a whole different breed of drivers. So, I thought I should find out if this club, despite the overwhelming appeal of the cars, was really a club I wanted to belong to - are these actually people I wanted to hang out with? Are they just a bunch of snobs with expensive cars who would look down on a novice like me? So, I thought I'd go to the meeting to find out.

Soon thereafter, on a Saturday morning, innocent as a lamb, I drove over to Arlington Porsche, expecting to find a bunch of guys in the oil-drenched service bays with their cars' hoods up, pointing at inscrutable parts and grumbling to each other in an unintelligible language about unknowable problems and improbable solutions. I really had no clue. I arrived, late, at this impeccable dealership and was directed by polite and professional staff upstairs to the meeting room.

The room was packed - standing room only - except for one seat at the far end of the room. I stood quietly for five or ten minutes listening to what was obviously a well prepared-for and presided-over meeting, at which point the President of the club, Howard Hill I think, looked at me standing in the doorway and nodded at the empty chair. I nodded back and edged my way, somewhat nervously and as discretely as I could, around the crowded room to the chair at the other side of the other end of the table and sat down. As my daughter would say - awkward!

The meeting continued without further interruption for another twenty minutes or so. I found it very interesting - so many different kinds of people with so many different interests, backgrounds and skills. Then, the President said, "so we have a new-comer today and we haven't done formal introductions, so let's go 'round the room." Gulp. When my turn came around, I said my name and announced that "I haven't bought a Porsche yet, but . . ." Before I could finish my sentence howls of mock disapproval filled the

room. "But, I intend to do so very soon", I recovered. The salesman from the dealership offered to take me downstairs immediately to rectify the situation. There were grins and chuckles around the room at having embarrassed me sufficiently, and the introductions continued. (I was novice enough not to know that you were expected to be a full-fledged member before attending a Board meeting.)

Amplly embarrassed, I sat through another half hour or so of the meeting, which continued to be interesting on many levels - publication of this magazine, the historian's report, membership and Porsche sales statistics, plans for coming social events and more. When the organizational procedural stuff began, I excused myself, again somewhat awkwardly. That night, I sent a thank you email to Howard, which was responded to promptly with a thoughtful and welcoming email of encouragement.

I had hoped to buy a car from a PCA member, but, after more than a year of looking for my precise requirements, the "right" car showed up at Silver Spring Porsche - a 2006 Carrera Cabriolet with 12,350 miles on it - a garage queen. (I'm sure I will never know the true history of that mileage, but the car was "cherry", and I've been in heaven ever since.) I knew I was buying into a potential IMS problem, and it wasn't as cheap as I'd hoped, but it was love at first sight.

I immediately joined PCA Potomac as a card-carrying member, began attending events, and started learning first-hand that it is true - it's not about the cars, it's about the people (except when it's about the cars - ha!). My wife and I have enjoyed several PCA Potomac gatherings in the year since we joined, including a drive and dine, and have already made new friends with whom we like to get together outside of PCA gatherings. We love the different backgrounds and interests of the people we meet and look forward to years to come of sharing Porsche, travel, music, art and other passions with members of the Club. As someone who was never a very "clubby" person, I am here to say that I am now a little embarrassed by my suspicions, and encourage wholeheartedly those on the sidelines to fire up their cars (or buy one, if you haven't done that yet), get on the track and join the fun! The people are great too, and it's really all about the people - and the car.

Story by Bill
Whitman





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Photo by Ken Marks

