

der Vorgänger



Proof: Adrenaline is contagious.

Upon takeoff, sheer thrill is sent coursing through the entire cabin. Exhilaration-induced smiles frozen on the faces of all five passengers. An infectious mix of speed and space. Found only in the new Cayenne. Porsche. There is no substitute.

The new Cayenne. Sportscar Together.



Porsche of Arlington
Arlington, VA
(703) 684-6660
porschearlington.com

Porsche Bethesda
North Bethesda, MD
(844) 812-0334
porschebethesda.com

Porsche Silver Spring
Silver Spring, MD
(301) 847-2500
porschelverspring.com

Porsche of Tysons Corner
Vienna, VA
(888) 289-5196
porschetysonscorner.com

©2019 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times. European model shown. Some options may not be available in the U.S.



PORSCHE

InterSport

Proudly Serving PCA
Members Since 1990

Charlie Murphy & Omar Hilmi
1524 Spring Hill Road, McLean VA

Renowned Porsche service
Pristine pre-owned vehicles

- ♦ From Motorsports and Performance Tuning to Scheduled Service
- ♦ Elite Technicians: Artist Kitburee, Craig Williams, Ivan Tozev, Darius Khakbaz
- ♦ Fully equipped and experienced with Porsche from vintage to current models

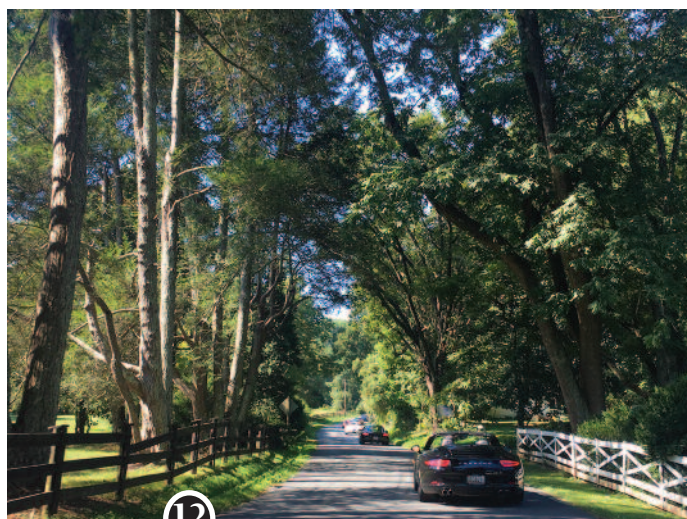


www.intersportperformance.com
omarkhilmi@gmail.com
tel: 703.242.8680 fax: 703.242.0358

Porsche BMW
Mercedes Audi

Table of contents

- 6 The editors' column
 - 7 The president's column
 - 8 Club officers and program chairs
 - 9 Potomac's 2019 calendar
 - 10 Treffen Fall 2019 – Woodstock, Vermont by Mia Walsh
 - 12 The Charlottesville - Piedmont Region Tour by Alan M. French
 - 14 2019 Gathering of the Faithful by John Truban
 - 17 2020 Vision by Tom Neel
 - 18 2020 Executive Committee Elections
 - 21 A Little Love For The Middle Child by Paul Gilbert
 - 23 Drive And Dine Sets Fall Agenda by Glenn Havinoviski
 - 24 24 Heures Du Mans 2019 Mission Fulfilled by Daniel Munariz
 - 30 Readers and their cars
- Cover photo: Vermont. Photo by Mia Walsh.



der Vorgänger

The monthly magazine
of the Founders' Region, Potomac,
Porsche Club of America.

October 2019
Volume 65, No. 9

der Vorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. Contributions for **der Vorgänger** should be sent to the editor by the 7th of month preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org. Please send digital images in their original sizes.

Publisher: Glenn Cowan
7600 Wisconsin Avenue, Suite 1010
Bethesda, MD 20814
dvpublisher@pcapotomac.org

Co-Editor: Glenn Cowan
Co-Editor: Michael Sherman
dveditor@pcapotomac.org

Contributing photographers: Ken Marks, Tony Pagonis, Charlene Truban, John Vrankovich, Mia Walsh.

Contributing writers: Sydney Butler, Ken Harwood, Tom Neel, John Truban, John Vrankovich, Mia Walsh.

For questions about advertising rates and placement in **der Vorgänger**, please contact Glenn Cowan at dvads@pcapotomac.org

der Vorgänger (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 6726 Lucy Lane, McLean, VA 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for **der Vorgänger** subscription). Application to Mail at Periodicals Postage Prices is Pending at McLean VA and additional mailing offices. POSTMASTER: Send address changes to **der Vorgänger**, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD 20814. Statements appearing in **der Vorgänger** are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

Letters to the editor are welcome. They should be brief and may be edited for length. Please include a contact phone number for verification.

To subscribe, join the Porsche Club of America. Details at www.pca.org. Visit the Potomac region website at www.pcapotomac.org.

UNLEASH YOUR VEHICLE'S POTENTIAL

With the Michelin® Pilot® Sport⁴ S Tire



Radial Tire Co.

Pilot® Sport⁴ S Tire

Genuine Passion. Exceptional Drive.
Derived from the legendary MICHELIN®
PILOT® Super Sport, there is a new #1
in max performance tires.



MICHELIN

About Radial Tire Co.

- ✓ Serving our customers for over 40 years
- ✓ Supporting the Porsche Club for over 30 years
- ✓ PCA Potomac discounts offered
- ✓ Road Race and Auto Cross tire specialist
- ✓ Stocking a complete line of race car tires
- ✓ High-performance tire specialist

301-585-2740 | 9101 Brookville Road | Silver Spring, Maryland 20910

radialtirecompany.com

Driving Lesson

It was entirely my fault. I was driving my son Patrick's Jeep Trailhawk returning to San Francisco from a day trip to Napa. No vineyards were involved. In the Jeep were my wife, her sister and my father-in-law.

The weather was perfect and traffic was moderate. We stopped for a light. I realized that I had overshot the highway access ramp I wanted by about a car length. All I needed to do was pull into the shoulder, wait for traffic to clear, back a bit and maneuver into the entry ramp I had missed. There was not quite enough room in front of me to pull into the shoulder, so I backed up just a bit in order to do so. Or at least I tried to. In the event, I backed into the small sedan behind me. No real damage to the car I hit, no damage to my son's car - but there remains considerable damage to my driving confidence.

The California Highway Patrolman who was, of course, directly behind my "victim" was a complete gentleman and never even called into question my obvious lack of driving ability. The local police officer, who actually wrote the report, was quite solicitous. An hour later everyone agreed there was no real harm and only a little foul.

It's been a month and I still think about that impact every time I drive. Interestingly, I don't think I would have had the accident



Glenn Cowan



Michael Sherman

had I been driving my Porsche. I practice situational awareness every time I drive my car and I am reasonably certain I would have avoided that accident if driving my own car. Nevertheless, I now find myself driving more cautiously, checking twice, slowing down, stopping on yellow.

I could simply excuse the incident as immaterial to my standard practice. After all, I was driving an unfamiliar vehicle, trying to follow GPS instructions while engaging in conversation with three passengers. I hadn't hurt anything but my pride and received no citations. Nevertheless it all lingers. My son said incredulously, "Dad, that car has a backup camera!"

I'm sure the memory of the event will fade soon enough. What I will take away from it is a reminder that distracted driving is essentially driving while impaired. I'm thinking maybe it was a good driving lesson and perhaps I should not attempt to forget it but rather learn from it. Now, every time I put my car in reverse I check the backup camera - twice.

See you out there - at least for a while I'll be the Porsche slowing in anticipation of the yellow.

- Glenn



Every box, emphatically checked.

Known for first-class car buying experience and much more. From our fast, friendly and convenient customer service to our cutting-edge facility. We understand the value of treating you like family. Come experience Porsche of Tysons Corner.

Porsche of Tysons Corner

8601 Westwood Center Drive
Vienna, VA 22182
PorscheTysonsCorner.com

©2019 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times.

Treffen

Mount Mansfield in Vermont is 4,393 feet high. Mount Equinox is 3,855 feet high. Okemo Mountain is 3,344 feet high. These were all included in driving tour journeys for the Fall 2019 Treffen in Vermont in early September which I attended. If you think those elevations are high, that group of PCA volunteers set the new bar for excellence for all PCA's Treffens since its inception; many thousands of feet high! Several regions in Zone 1 coordinated this Treffen, which was hosted by the Green Mountain region and based at the Woodstock Inn and Resort. It was truly a memorable experience.

As you know from a prior President's column, several regions in our Zone 2 will be hosting the Fall 2020 Treffen at The Greenbrier Resort in White Sulphur Springs, WV on September 16-20, 2020. Mark your calendars and look for more information to come – the Vermont Treffen sold out 150 cars in 8 minutes flat. Thanks in advance to Glenn Havinoviski, Larry Finkle, Alex Lunsford and Michael Handelman who are joining me on the planning committee.

As I write this column, the final preparations for PCA Potomac's Rock the Summit Club Race are underway. Many thanks to the co-chairs, Pat Kaunitz and Donna Amico, Spon-



Mia Walsh

sor chair, Mary Ann Mattran, and the entire Club Race Committee who have worked hundreds of hours prior to the race to ensure the success of the event. In addition, over 90 volunteers will be working throughout the 3-day event to keep our local and out-of-town racers and their support teams and families safe, fed and happy. My sincere thanks goes to each and every one of you who are helping to make this the best Club Race yet!

I am looking forward to seeing members at one of our upcoming events as the Fall driving season has a lot of opportunities to get out on the roads! Please check our on-line calendar for the most up-to-date information.

Mia Walsh, President
mia@pcapotomac.org



**The Best Brakes.
From the Best Source.**

**PFC
BRAKES**

**HAWK
PERFORMANCE**
BRAKE PAD TECHNOLOGY OF CALIPERS™

PAGID

Meet Mark Francis: OG Racing's Trackside Support.

He's a 20 Year Potomac PCA Member. He has an unhealthy obsession with anything Porsche. He knows a lot about brakes. You might find him at your next PCA offering free brake advice.

OG RACING

Your Source for Motorsports Safety Equipment • www.ogracing.com • 1.800-934-9112

Founders' Region officers

President: Mia Walsh

president@pcapotomac.org

Vice president: Gary Baker

vicepresident@pcapotomac.org

Treasurer: Stephen Kiraly

treasurer@pcapotomac.org

Secretary: Ken Larson

secretary@pcapotomac.org

Past president: David Dean

pastpresident@pcapotomac.org

Drivers' Education

Drivers' Education Chairs: Bob Mulligan, Susan Kimmitt

dechair@pcapotomac.org

Registrar: Diane Sullenberger, Chris Mantzuranis

deregistrar@pcapotomac.org

Cashier: Roger McLeod, Jr.

decashier@pcapotomac.org

Track coordinator: Brian Walsh

trackrentals@pcapotomac.org

Chief instructors: Dan Dazzo, Steve Wilson, Don Mattran

chiefinstructor@pcapotomac.org

Tech chairs: David Diquollo, John Vrankovich

tech@pcapotomac.org

Track stewards: Tim Kearns, Steve Vetter, Stephen Kiraly, Michael Handel-

man

tracksteward@pcapotomac.org



Mia Walsh



Gary Baker



Stephen Kiraly



Ken Larson



David Dean

Programs

Autocross: Jim Musgrave, Steve Bobbitt

autocross@pcapotomac.org

Drive & Dine: Ken Harwood, Glenn

Havinoviski

driveanddine@pcapotomac.org

Club Race: Kenneth D'Angelo,

Pat Kaunitz

clubrace@pcapotomac.org

Concours: John Truban,

Gary Sidell

concours@pcapotomac.org

Historians: Fred Phelps,

George Whitmore

historian@pcapotomac.org

Legal officer: Gary Sidell

legal@pcapotomac.org

Membership: Edward Hahn

membership@pcapotomac.org

Community service: Chip Taylor

communityservice@pcapotomac.org

Rally: Craig and Linda Davidson

rally@pcapotomac.org

Safety: Tim Kearns

safety@pcapotomac.org

Social, meetings: Pat Kaunitz

social@pcapotomac.org

Sponsor: Scott Bresnahan

sponsor@pcapotomac.org

Volunteer coordinator: Jonathan Van

Hise

volunteers@pcapotomac.org

Zone 2 Rep: Rose Ann Novotnak

zone2rep@pcapotomac.org

Webmasters: Ken Harwood, Ron Flax

webmaster@pcapotomac.org

der Vorgänger

Publisher: Glenn Cowan

dvpublisher@pcapotomac.org

Editors: Glenn Cowan,

Michael Sherman

dveditor@pcapotomac.org

Model Experts

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

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

To contact any of the PCA National Technical Committee model experts, please log in to your PCA National account and go to the URL:
<https://www.pca.org/technical-committee>

Guaranteed Best Tire Prices

Matt Curry's

CRAFTSMAN

auto care

(833)-CRAFTS1

Get Race Day Ready!

The legendary team from Curry's Auto Service has been reunited to finally bring you the old-world craftsmanship with the advanced auto care that you and your vehicles deserve.

Car Club discounts | Track Prep | Suspensions, Brakes, upgrades and tuning

Locate our trailer for on-site track support!

Alexandria (703) 719-7606 Chantilly (703) 646-8260

Fairfax (703) 272-3216 Merrifield (703) 646-8270

(833) - CRAFTS1

CraftsmanAutoCare.com

Potomac's 2019 calendar

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



October

- 5 Open Board Meeting and New Member Meeting
- 5 Potomac's First Saturday Brunch, City Grille, Manassas, 11am-1pm
- 19 Tech Session for Summit Point DE, Auto Sportsystems Group (ASG), 9am
- 19 Potomac's Maryland Brunch, Irish Inn, Glen Echo, 11am-1pm
- 20 Autocross #7, Summit Point cone course
- 26-27 Summit Point DE
- 27 Maryland Fall Foliage Drive and Dine

November

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

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Dulles, VA

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

Leesburg, VA

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

Winchester, VA

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

Bethesda, MD

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

Potomac Monthly Brunches

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

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

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





Treffen Fall 2019 – Woodstock, Vermont

*Story and photo
by Mia Walsh*

Since 2005, PCA has been hosting meeting events in fabulous locations around the country, originally known as “Escape to”. In 2016, the trips were marketed under the new name: Treffen, which in German, is the verb “to meet”.

From September 4th – 8th, 2019, several members of PCA Potomac and I were able to attend the Treffen Vermont event at the Woodstock Inn and Resort in Woodstock, Vermont. Hosted by the Green Mountain Region and organized by other regions in Zone 1, 150 Porsche cars descended into this bucolic small town in south-east Vermont.

The main activities during each Treffen event are six separate driving tours departing from the host location. The tours are repeated two days, so each driver

may choose two separate tours. The tours for Treffen Vermont included such destinations as: Covered Bridges, Small Towns, Shelburne Museum, Hildene (home of Robert Todd Lincoln), the Dorset Inn and Fort Ticonderoga.

In addition to the driving tours, Treffen hosts cocktail receptions, dinners and the hit of the evening, the Kef Speakers Dance Room. PCA National’s own Vu Nguyen, along with the PCA National Secretary, Aaron Ambrosino, kept the music rolling as the on-site disc jockeys while PCA members, old and young, danced the night away. Or, at least until 10:30 p.m.!

The Woodstock Inn and Resort provided meals that were absolutely amazing. The farm-to-table concept which has infiltrated every high-end city restaurant



across the country originated in Vermont and local ingredients are sourced for the meals. Vermont is most famous for its dairy products and the cheeses displayed had flavors which burst in our mouths! The Executive Chef received a standing ovation from the membership at Saturday evening's banquet.

Treffen is a volunteer-run event with four volunteers who lead the "Treffen Team" nationally: Harry & Dolores Season and Chris & Krickett Marquez. Mariela Murphy, a PCA National salaried-staff National Events Manager, handles all the contracts and other logistics as needed. In addition, 58 volunteers from Zone 1 donated their time and talents to pull off such an amazing event.

Members from 57 PCA Regions were in attendance at the event with a decent showing from PCA Potomac. PCA Potomac Members and Guests in attendance at Fall 2019 Treffen Vermont: Gregory Brown,

Craig & Linda Davidson, Michael Handelman & Mary Malhiot, Dennis McNeely, Shawn Stokes, David & Mary Ann Woodson, Mia Walsh and Kristen Crowley.

Mark your calendars for PCA Potomac's (along with Shenandoah and Blue Ridge Regions) Fall 2020 Treffen at The Greenbrier Resort in White Sulphur Springs, WV on September 16-20, 2020.



The Charlottesville - Piedmont Region Tour

Story and photo
by Alan M.
French.

Let me recommend the best medicine in the world: a long journey at a mild season through a pleasant country in easy stages.

So said James Madison, American statesman, lawyer, diplomat, philosopher, Founding Father, oh, and fourth president of this fine country.

Now we can debate what long, mild and easy meant in the early 19th century, but we must remember that Madison never journeyed in a Porsche, where long, mild and easy, get redefined every drive. But the principle is sound, and upheld by all who participate in our extended Drive & Dines.

This year's Piedmont Region Tour, formally known as the "Dead President's Tour," was planned and governed by our very own Executive Branch: Alex Lunsford and Larry Finkel. Our rally point was Gainesville, VA, but we forayed from Charlottesville's comfortable Boar's Head Resort for the long weekend.

PCA Potomac's diverse Drive and Dine agenda attracts members from many regions and this tour was no exception. We had members from all three corners of Virginia, also from DC, Maryland, Pennsylvania and North Carolina too.

Our first destination on Friday morning was Orange, Virginia, well known Civil War site, but also the center of silk parachute manufacture during the Sec-

ond World War (we spotted that nugget in the restored train depot!) Fortunately for our troops, Orange was also the location of the "Forked On Main" restaurant in which we enjoyed an excellent lunch. We were spoiled from our first moments in Orange with designated parking in the public parking lot and an entire restaurant at our service. Even the local Sheriff had to ask Alex if he could park next to us!

There was a lot going on in the parking lot: Peacefully and perfectly parked Boxsters, Caymans, 911's and Macan were surrounded by chain saw gangs repairing tornado damaged trees and power lines, the town gun shop urgently preparing weaponry for sale to defend the parking lot against the German car invasion, while local law enforcement observed the disturbance through the holes in their donuts.

Minor repairs were necessary after the skirmish, when Stephen Kaye's Cayman received a spoiler alert upon exit. PCA members are nothing if not equipped and the weekend was saved by color matched Duct Tape, or "1,000 mph Tape" as Aircraft Techs call it.

Next stop on our tour was James and Dolley Madison's not inconsiderable estate, Montpelier. Our group of nearly 40 members was guided through the house and grounds by several, very knowledgeable docents. Mrs. Robinson, the docent for our party, a retired rocket scientist, now avid historian, had owned a 1984 Porsche 944 that she and her husband had collected from the factory while on deployment in Germany. In true historian style, she presented me with evidence of the Bill of Sale and Stuttgart build sheet. After peer review, the group decided to accept this qualification as evidence of kinship and allowed her to continue with fascinating stories of the Madison family.

After a Zen walk through the landscaped, walled garden under glorious blue skies, we then headed to our air-conditioned watering hole and base, the Boar's Head Resort.

The Tour Dinner was arranged at the Ivy Inn, just a zero-to-60 from the hotel. Again, Larry and Alex had found a super place to eat, al fresco together on the brick terrace. The buzz of meeting new people from different regions and those on their first Drive & Dine filled the air, as did the evocative smell of a UVA student smoking some bambala chacha behind the wall. Before we knew it, it was high time to roar back to the Head Boar's Resort.





Saturday's sunrise must have started at 90°F with high humidity. If there was a horizontal surface on the 987, we could have fried eggs and bacon à la Porsche. We were relieved to know that our day would mostly be at elevation on the Blue Ridge Parkway.

To accommodate the different needs and driving styles of our diverse group, Alex and Larry split the group in two: Spirited and Touring. As we lined up in each group, we welcomed the overnight newcomers, including Stephen and Amanda in their rare 1994, 964 Red Speedster, complete with factory red wheels. The wheel color divided opinions apparently, but I was ok with the Kaiser color scheme. I imagined WWI flying ace, the Red Baron, returning after a successful sortie, taxiing his red Fokker alongside this Porsche before leaping effortlessly into the Speedster for a sortie of a different kind. Unfortunately, von Richthofen died 76 years too early for that pleasure.

First destination of the day was the beautifully set Veritas Winery, near Afton, VA. Wine tasting and lunch with wonderful rolling countryside and mountains in the distance. Our Porsche collection filled the early-bird parking lot, adding sparkle and spectacle for the dozens of young women arriving in stretched limos for competing hen parties.

As the saying goes, "The roads are waiting and so is your Porsche." It was time to gather the flock, and head out onto some great roads. We are blessed to have both the Skyline Drive and the Blue Ridge Parkway on the west side of the Piedmont plateau. Alex and Larry had found some great connecting roads too. The afternoon belonged to the Roads Scholars.

After miles of twists, turns, hills and vales, we stopped at an overlook on the Blue Ridge Parkway to

take a panoramic breath and talk about each other's cars. Ever since the launch of the 991 Targa, I have been mesmerized by the engineering poetry in the roof mechanism. Each time we stopped, I found myself glancing at Mark and Ava's rare Chalk colored Targa GTS on the off chance of catching the balletic roof sequence. No wonder it's set to music in so many YouTube videos. As the Sweeper for the Touring Group, we also had the pleasure of the Targa's crackling exhaust notes on the overrun.

After perfecting our Dead End reversing techniques around the Wintergreen Resort, Larry led the Touring Group to our afternoon oasis: the Brewing Tree. The Spirited Group led by Alex, headed out for more adrenaline before alcohol.

We were too early for the complimentary axe throwing at the Brewery, but it was clear we needed to call Pennsylvania Ted, "Sir," after he gave us a worryingly authoritative Axe Throwing 101 over our beer flights.

As the heat started to rise, we resorted back to the Roar's Shed for drinks by the quiet adult pool. For some, it was a chance to grab a nap before dinner. Our Leaders had found three, very good options for dinner. We opted for the Italian, Vivace Restaurant, where all had a buono time.

Sunday was our free day to explore more of the wineries, breweries and other Dead President's Estates near Charlottesville, like Monticello. The Porsche culture of tradition and innovation, with values of independence and individuality were all in abundance on this tour. It's easy to see why this is a popular event and destination in the PCA Potomac calendar.



2019 Gathering of the Faithful

Story by John
Truban. Photos
by Charlene
Truban.

As your beloved and super highly respected Concours Chairman, I cannot relate to you in words the anguish that comes with putting on a Porsche car show when the weather forecast has anything above 0% chance of precipitation.

"My Porsche is made out of a sugar-based byproduct that when mixed with water will leave me with a melted pool of German engineering." - The Ubiquitous Porsche Concours Participant

The last couple of years have been downright lousy for car events. Rain was always in the forecast, we had soggy fields and even hurricanes. The Potomac Region covers enough territory that we can have owners experiencing a sunny day while others have rain most of the day.

However, this year's Gathering of the Faithful experienced great weather before, during and after the event. Finally!

The Bavarian Inn in Shepherdstown, West Virginia was once again a perfect setting for The Gathering of the Faithful. The Inn, located on the banks of the Potomac River, is home to the AAA Four Diamond Resort that has brought German food and atmosphere to the local area for over forty years. The Gathering has always been an event designed to put the Porsche 356 in the spotlight and pay homage to Porsche's beginning. Geared as a laid back and fun event where door prizes are awarded to all attendees, this event brings plenty of enjoyment to the year's Concours schedule.

This year's event took place on Saturday, August 31. From 10 am to 2 pm, the sun was bright and the weather was warm for the attendees. We registered 73 Porsches at the event, which is amazing. Roughly 175 people were at the event.

The event began with patrons arriving in everything from 356's to a 914-6, 944's, 911's, Boxster's, Cay-



Left: Steve Smith with his 1993 RS America.

Below: Daniel Bellingham's 1968 Olive 912



man's, Cayenne's and even a Panamera Hybrid. The Drive and Dine group arrived with 22 cars in their hungry group.

After registering and socializing, the patrons enjoyed a nice lunch in the dining room and new Brew Pub. Dishes, such as Schweinebraten, Jaegerschnitzel, German Sausages and Beers were served by a fine wait staff. We apologize for the wait times some tables experienced. The Potomac Club overwhelmed the kitchen with double the estimated attendance. In the future, members are encouraged to follow directions and make reservations to avoid this snafu. However, we all made it out to the tent in time for the door prizes where "Everyone is a winner!" I stole the idea from the public schools, so I want to give credit where credit is due.

Thanks to the generosity of Porsche of Tyson's Corner and the Porsche Owners Group, we were able to hand out some really neat items this year. Earlier in the day when everyone registered they also got to choose from a vast variety of Official Porsche Posters. At around 1:45 pm we filled the registration table

with all the different door prizes ranging from a Porsche Key Fob, valve stem caps, coffee mugs, beer steins, Porsche books and even a PCA baby bib that read "Even with this on I still am not allowed to eat in the Car." For the third year in a row we even had the Official Porsche 911 ice cube tray so that you could enjoy a drink with ice cubes shaped like the 911! We had a variety of cleaning supplies. In the end we only had one prize left that was not chosen – a \$1.50 yellow plastic scraper with a single razor blade, which tells me the show must not have been that bad!

This year's Gathering of the Faithful was a fun and fair weather event that brought many of our Concours regulars and a great number of new attendees together to talk, laugh and share stories about their love for all things Porsche. We hope next year that you will join us for a Gathering of the Faithful.

GLASSJACOBSON

FINANCIAL GROUP



For Porsche Drivers Who Expect The Best

Baltimore | Washington | Northern Virginia



Michael W. Cohen, CPA, CGMA
Shareholder, CFO
Porsche Enthusiast & Racer



Wealth
Management

+



Tax
Services

www.glassjacobson.com

michael.cohen@glassjacobson.com

410-356-1000

AUTO-THERAPY

Independent Service Facility for
PORSCHE, BMW and AUDI automobiles



From **STREET** to **TRACK** –
We Meet Your Automotive Needs

CALL TODAY TO SCHEDULE YOUR
FREE TRACK INSPECTION !

301-417-7111

<http://www.autotherapy.net>

8027-A Snouffer School Road, Gaithersburg, MD

Hours: Monday – Friday 8am – 6pm

Transportation Available To/From Shady Grove Metro



PORSCHE
Audi
Volkswagen
SPECIALISTS

*New and vintage car maintenance / repair
Engine / trans rebuilds and upgrades
Suspension and safety systems
Precision 4 wheel alignments
Full track preparation*

30+ years Porsche experience
20+ years racing experience

STAN FOX

8210 B. Cinder Bed Rd.
Lorton, VA 22079
5 minutes from Springfield Metro
www.rpm-performance.com

t: 703.550.8240
f: 703.550.0069

rpm@vacoxmail.com

2020 Vision

As we monthly ascend to the coming year and a new decade, 2020 offers a new vision. As Porsche owners, we find ourselves at a time we could have barely visualized just a handful of years ago, but it is upon us now. For PCA club members, our interests in various Porsche models span decades, and with the release of the Taycan, the span widens evermore. I still hear those who grudgingly say they won't drive a water-cooled 911, so the thought of one which uses no gasoline must drop their heads into their hands with profound disapproval.

Just imagine though, the many great products Porsche has brought forth since those pre-water years, or let's even say, over the last 20 or so. Not only three or four new generations of the 911 have come along, but easily the best selling Porsches in the way of the Cayenne and Macan, and the many GT projects those SUVs alone likely funded. Way back in 1862, Herman Snellen, the Dutch ophthalmologist who developed the lettered eye test and measurement system to help us determine 20/20 as normal vision, would be proud that it remains relevant nearly 160 years later. I also think he would be very happy to see how far we've come as visionaries!

Think about this now, in the next year PCA members will be able to stand at Porsche gatherings with almost 80-year-old 356s and state of the art Taycans, all proudly wearing Porsche crests on the nose of their hoods. They will be different from each other, yet blood relatives. They will represent an amazing span of engineering achievement by a company that could have easily ended with WW II.

As soon as we were shown the Mission E concept car in 2015, we all could see the resemblance to the 911. With its low, engineless hood, it was as if Porsche was actually showing us a futuristic four-door Carrera. I don't know anyone who disliked it, though they may have disliked what it represented for the future of the company. Now, nearly five years later, with over a billion dollars invested and the Taycan a reality, the timing would have it that the company's most iconic model, the 8th generation (992) 911 Carrera, is a reality too! The timing of the two somewhat boggles the mind. If you told Ferry Porsche you'd sell over a million 911s, he would have told you thanks, but you're crazy. If you then told him by the 911's 8th generation, Porsche will also begin to offer a line of cars running solely on electricity he may have actually believed you more.

So what have the years shown us? Well, where the 911 most certainly inspired the then Mission E's conceptual design, we can more clearly see the tail is now wagging the dog. Possibly more precisely, what once

was the dog is now becoming the tail. I ask you to imagine the 992 with the Taycan's headlights and eyebrows. Do you not see a two-door Taycan? Upon the release of the 992, were you of the majority who was surprised at its refreshed interior? And now having seen the Taycan's interior, isn't it 100% clear what inspired the 992's modern interior architecture, even if tiny bits of tradition clawed their way through?

Using our 2020 vision, we have a glimpse of the future, as where one Porsche design goes, all must follow. Continuity is this company's trademark. Familiarity is a fixture in the Porsche playbook, and so I think we have a very good idea of where each model is headed.

The interesting question that one might like to know the answer to lies just seven years away. Supposedly this is when the 2027 911 or 9th generation of 911 would arrive. I have gone on record some years back with my story "The Last 911", in saying I didn't think a 9th generation 911 would ever come. I still feel this way, as I simply do not feel the 911 nomenclature will marry well with future designs and power plants. I also feel the Taycan's performance by that time, along with future autonomous features, will have made the 911 name obsolete. My 2020 vision sees the greater possibility of a Taycan GTS coupe and cabriolet filling this niche. Will it have 911 DNA? Quite possibly. But in the end, those in the market for driving Porsches will ultimately decide. They may even decide if driving them is something they still wish to still do, or if computers should take the wheel.

It is still 2019. That new decade may be upon us, but it has not arrived yet, and there is still plenty of driving to do. As I deliciously wait to get my hands on my new Spyder, and as I very much look forward to driving and possibly owning a Taycan, excitement is all I can feel. Fortunately for us, there will now be another decade of Porsche to enjoy, right along with all of those from the past.

Story by Tom Neel. Photo provided by Porsche.

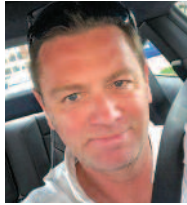


2020 Executive Committee Elections



2020 PCA Potomac Elections will take place following the Annual Meeting on Saturday, December 7, 2019 at 10:00 a.m. at the Radisson Rockville Hotel.

PLEASE REGISTER TO ATTEND AT:
msreg.com/2020Elections.



In accordance with the PCA Potomac's Bylaws, the 2020 executive officers will be elected by the membership on Saturday, December 7th, 2019 at the Annual Membership Meeting, being held at Radisson Rockville Hotel (location: 3 Research Court, Rockville, MD 20850 301-840-0200 on the I-270 in the Tech Corridor).



The 2020 officer candidates, proposed by the club's Nominating Committee, are presented below. This slate was elected for the 2019 year and has agreed to serve for a 2-year commitment, consecutively, per the PCA Potomac Bylaws. However, 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, David Dean (pastpresident@pcapotomac.org), by October 5th, 2019.



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 via email or (b) in person at the annual meeting.

2020 SLATE OF EXECUTIVE COMMITTEE:

President: Mia Walsh
For Past President: David Dean
ELECTION:
For Vice President: Gary Baker
For Treasurer: Stephen Kiraly
For Secretary: Ken Larson



Continental breakfast will be provided at no charge to members and their guests. Registration is REQUIRED.

MIA WALSH, PRESIDENT

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 Director, the Volunteer Coordinator for the Potomac Club Race, Secretary from 2014-2016, Vice President from 2016-2018 and President in 2019.

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. She has thoroughly enjoyed her first term as President, as well as attending the other programs and events which Potomac holds outside of the racing circuit. Her favorite part of being President is talking to all the members about their love of driving Porsches. We each have a specific reason why we join the club, but we share the same passion of our cars, however we choose to drive them!

GARY BAKER, VICE PRESIDENT

Gary Baker was born in Stuttgart, Germany, and spent his first 16 years there. He is fluent in German. His affection for Porsche began at a young age when he saw his parents buy a 1979 front engine 928 at the age of 10. Gary owned this car for many decades and just recently sold it to an avid Porsche enthusiast in Florida. Gary has owned that 928, a 996, a Cayenne and currently has a 991.

Gary first joined PCA in 2008 as a member of Potomac, The Founders Region and is now celebrating his 11th anniversary. He currently serves as the club's Vice President, and has served as Secretary; Autocross Chair; a Nationally Certified High Performance Driver Education (DE) Instructor; and Club Race Chair. Gary is running for Vice-President.

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 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. When not at work as a Travel Consultant, traveling or at the autocross course or racetrack, Gary enjoys water skiing, Sky Diving, go-karting, snowboarding and spending time with his partner, Tessa Hall.

STEPHEN KIRALY, TREASURER

Stephen Kiraly has been a member of PCA Potomac since 2012 when he purchased his first Porsche, a 2006 997 Cabriolet. Since then, he and his wife,

Debra, have become involved in the many Potomac events that give our club such a good name.

Stephen joined the fall High Performance Driving Clinic shortly after the purchase of his car and thus began the “slippery slope”. He since has purchased a 2002 Boxster S for the track and then a 2009 Cayman S track car with an enclosed trailer and a pickup truck to pull it. Stephen became a DE instructor in 2016, as well as serving as our official Track Steward the same year.

Stephen and Debra have participated in many social and Drive and Stay trips and Debra has also been actively volunteering for our social events and Club Race. In his non-Porsche time, Stephen is a CPA, CFF. Stephen has served one term as our current Treasurer in 2019.

KEN LARSON, SECRETARY

Ken Larson was raised in Portland, Oregon, until the age of 16, until he moved to Northern Virginia with his wife. Ken became a full member of the Porsche Club in 2014 and immediately participated in his first High Performance Driving Clinic. Ken won Enthusiast of the Year in 2017, after actively participating in Autocross, Drivers’ Education, Drive and Dines, Rally and Social events.

Ken became a DE Instructor in 2016 and has served at the Tech Chair for DE and also for Autocross and has volunteered sig-

nificantly for Potomac’s Club Race. Ken is a winning P2 Autocross driver in his 1998 Targa and has most recently moved to a 1995 air-cooled 911. In his “real” life, Ken has been teaching elementary school for 20 years. Ken has served one term as our current Secretary in 2019.

DAVID DEAN, PAST PRESIDENT

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 and is an active racer throughout the Porsche Club Racing circuit.

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.

David has served as Potomac’s Treasurer, Vice President and President. He has enjoyed his first year of being the Past-President while serving as an advisor to the Executive Board.



**Blue Ridge
Motorwerks**

Rally Builds and Restoration Services

Schebisch Bros
AUTOMOTIVE

Restoration Services



Inquiries and Estimates:

(703) 622-0574

info@blueridgemotorwerks.com

You're Invited.

The All-New 911 Launch Event

at Black Flag Brewing Co.



Join us on October 12 for an exclusive first look at the iconic, racing-inspired eighth generation 911. The all-new 911 is more powerful and technologically advanced than ever. A truly timeless machine ushering in the future of sports car performance and design.

What: The All-New 911 Launch Event

Where: Black Flag Brewing Co., 9315 Snowden River Pkwy, Columbia, MD

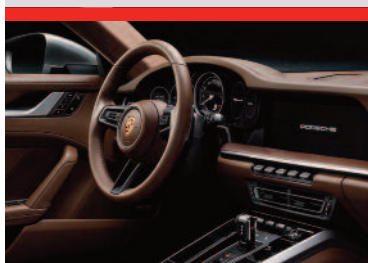
When: Saturday, October 12 ■ 6pm to 9pm

You must RSVP before October 10 to attend this event. To RSVP, please email your name and number of guests to porschesilverspringevent@mileone.com or contact Casey Parkin at 301.890.4684.

Plus! Watch the Atlanta Petit Le Mans Race and enter our raffle for a chance to win passes to the Porsche Experience Center in Atlanta. Raffle tickets may be purchased for \$30 with all proceeds benefiting the American Cancer Society.*

Complimentary food and refreshments will be provided.

*\$500 value. Raffle winner must be present at time of drawing to win. Travel expenses are not included.



A Little Love For The Middle Child

The Porsche world is an interesting place to be. A car like the 996 that would be a super star in any other marque is not fully accepted by some.

Part of the 996's problem is its superstar siblings. If we lived in an alternative reality where there were no air cooled 911s or 997s, the 996 would be well respected. YouTuber Doug DeMuro, who has driven practically every interesting car built in the last several decades, reviewed a 2003 Carrera 4S recently and said if he did not need to buy exotic cars to review, he would pick it as his one and only car. He looked at all the pros and cons of the 996 generation, and concluded they were great cars, and undervalued. He previously did a very complementary review of the turbo 996. And Doug is just one of a growing chorus singing the praise of the 996 today.

When they were new, the 996s were praised as one of the best performance cars on the planet. In a 2003 Road & Track comparison of the top performance convertibles on the market, Shaun Bailey said, "damned near perfect," and legendary auto journalist Peter Egan said that after driving it on a twisty road, he slapped the steering wheel and said aloud, "now this is a car!" It got the top rating compared to six other high end drop tops.

I think part of the issue is an insecurity that some 996 owners have. A few years ago I pulled up to a light next to a beautiful silver 911, just to notice that the driver was someone I had known for years. We rolled down windows and I complimented him on his 'new to him' ride. Instead of saying "thank you," he proceeded to say how it was "just a 996" and go on to tell me more than I asked about the IMS bearing. If you are driving a 996 and this happens to you, just say "thank you, it's a great car."

With numerous high quality replacement bearings out there, the IMS should no longer be an issue. Just get the new bearing and proceed, knowing that your engine is as reliable as anything out there.

Headlights is the other polarizing issue. This is fundamentally an ascetic judgement. I like round headlights, but in looking at the car in total, I find the 996 to be a great looking sports car.

While the values of 996s reflect their redhead stepchild status among Porscheophiles, in reality, the 996 has held its value better than other sports cars of its day. The chart below shows the value of 2003 con-



vertible sports cars new, and their market value today. Low by Porsche standards, the 2003 Carrera 2 Cab has a higher current value than its stable mates from Mercedes, Lexus, Jaguar and Cadillac. Perhaps this is a better measure of its long-term value than comparing it to its super popular siblings?

So, let's have a little love for the middle child. If the 996 were a stock, it would be considered a value stock with a strong price to earnings ratio (P/E). Not as exciting as the high fighting growth stocks, but not likely to go down, and maybe a good value in the long run?

The skyrocketing value of the air-cooled 911s was kicked off in 2011 when Steve McQueen's 1970 911S sold at auction for \$1.3 million. I am both a 911 fan, and a fan of the 'King of Cool,' but that is just a crazy price for that car (not even a turbo)! It is this kind of auction, and news, that drives the values up for any car that is somewhat similar. As a result air-cooled 911s have seen a remarkable appreciation over the last eight years. I remember when they were trading for similar values to 996s today.

Hagarty reported in a 2017 article on the Porsche market that Porsche Panamera editor-in-chief, Rob Sass, said the air-cooled Porsche market is somewhere between stable and softening. In the same article they noted that 996s were inching up in value, and 997s had reached nearly full depreciation.

The rapid appreciation of the air-cooled 911s is not a reasonable expectation for any make or model of classic cars going forward, but 996s and the early 997s look like they may see growth in value in the years ahead. And while you are waiting for your rolling portfolio to appreciate, you will be having a great time driving one of the best sports cars around. Every generation of the 911s were among the best performance cars of their time, even the overlooked middle child.

Story by Paul Gilbert (not a 996 owner).

General Service/Repair | Track Prep/Setup | Engine Rebuilds | Tuning | Performance Modifications | In-House Dyno



Dedicated to **Porsche.** Dedicated to **service.**

With over 25 years of racing, tuning, and servicing Porsches, TPC Racing is your one-stop shop for all your Porsche needs. Whether you're here for basic service, track set up, or an engine rebuild, TPC Racing works with you one-on-one to determine a maintenance schedule and/or performance package that's right for you. When you choose TPC Racing, you're getting more than just an oil change or some bolt-on performance parts. You're getting access to 25+ years of racing, engineering, and service knowledge to help you make the best decisions for your Porsche.



8040 Washington Blvd. Jessup, MD 20794

(410) 799-RACE (7223)

www.tpcracing.com

Experience the Porsche Silver Spring Difference.

For over 30 years, our team of highly-trained experts have been at the ready for all of your Porsche needs. Contact us today.

Casey Parkin
Sales Manager
301.890.4684

Linda Harouna
Service Advisor
301.847.2262

Donnie Mitchell
Parts Director
301.679.4391



Porsche Silver Spring
3141 Automobile Blvd • Silver Spring, MD 20904
porschessilverspring.com



At times like these, it's
particularly important to know
who services your Porsche.



ASG
Auto Sportsystems Group

SERVICE - REPAIR - HIGH PERFORMANCE
2810-F Dorr Avenue Fairfax, VA 22031
Tel: 703.876.2811 Fax: 703.876.9802
www.autosportsystems.net

Paolokoman Design - 305.447.1781

Drive And Dine Sets Fall Agenda

Three fall drive and dine events will keep PCA Potomac readers busy for a few weekends yet this year! The following are the remaining events, which you can register for on motorsport.reg as they become available for registration:

MARYLAND FALL FOLIAGE DRIVE AND DINE - OCTOBER 27

Please join us for the first of two Fall Foliage Drive & Dines on Sunday October 27th. Ted Whitehouse will be leading the way through the beautiful hills of Western Maryland on our way to dinner at the won-

derful Bavarian restaurant Schmankerl Stube in Hagerstown, MD. Beginning in Potomac Maryland we'll drive for approximately 2.5 hours with stops at the Rocky Point Creamery and Catocin Mountain Orchard in Thurmont. Once we arrive in Hagerstown we will dining together but separate checks will go straight to the restaurant so there is no cost to register for this drive. Dinner entrees range from \$18-30/person plus drinks if you examine their online menu. Space is limited to 30 attendees, so please register right away and come take in the Fall Foliage along scenic roads of Western Maryland, ending in a beer garden (actually the parking garage, but the beer garden is just a short walk, weather permitting).



derful Bavarian restaurant Schmankerl Stube in Hagerstown, MD. Beginning in Potomac Maryland we'll drive for approximately 2.5 hours with stops at the Rocky Point Creamery and Catocin Mountain Orchard in Thurmont. Once we arrive in Hagerstown we will dining together but separate checks will go straight to the restaurant so there is no cost to register for this drive. Dinner entrees range from \$18-30/person plus drinks if you examine their online menu. Space is limited to 30 attendees, so please register right away and come take in the Fall Foliage along scenic roads of Western Maryland, ending in a beer garden (actually the parking garage, but the beer garden is just a short walk, weather permitting).

VIRGINIA FALL FOLIAGE DRIVE AND DINE - NOVEMBER 3

Last year we began a new fall foliage drive in Virginia, with a large group joining for a scenic drive through the upper Shenandoah valley and Front Royal, ending with dinner in Madison, VA. We are

THE MORAIS DRIVE - NOVEMBER 17

We will return to our longtime favorite and PCA Potomac race sponsor, Morais Vineyards and Winery, on Sunday November 17, for our final Drive and Dine event of the season. A scenic drive through Virginia back roads down to Bealeton, VA for our 6th visit to Morais. We will arrive before noon, and as usual you can join a winery tour, both regular and deluxe wine tastings, and a festival featuring food

trucks, a beer truck and live music. Each year is always a little different from the last, so plan to enjoy one of the most popular events on our calendar! Last year, nearly 50 cars and their drivers and passengers joined us on our scenic route. As with the others, stay tuned for information on motorsport.reg and pcapotomac.org.



By Glenn Havinoviski

24 HEURES DU MANS 2019

Mission Fulfilled

Story and photos
by Daniel Mu-
narriz

Even after first in class in 2014, three overall victories until 2017, and last year's triumph in LM GTE, Porsche still faced major challenges at Le Mans. The competition was strong and despite having achieved the WEC Constructors title in May at Spa, Porsche had to prove that it remained in the elite to fight for victory and secure the Drivers Crown for Michael Christensen and Kévin Estre.

The 87th running Le Mans marked the "Super-Finale" of the WEC 2018/2019 Super-Season. Toyota

"World Champion" logo. All cars were equipped with a normally aspirated 4-liter flat-six engine managed by a 6-speed sequential gearbox.

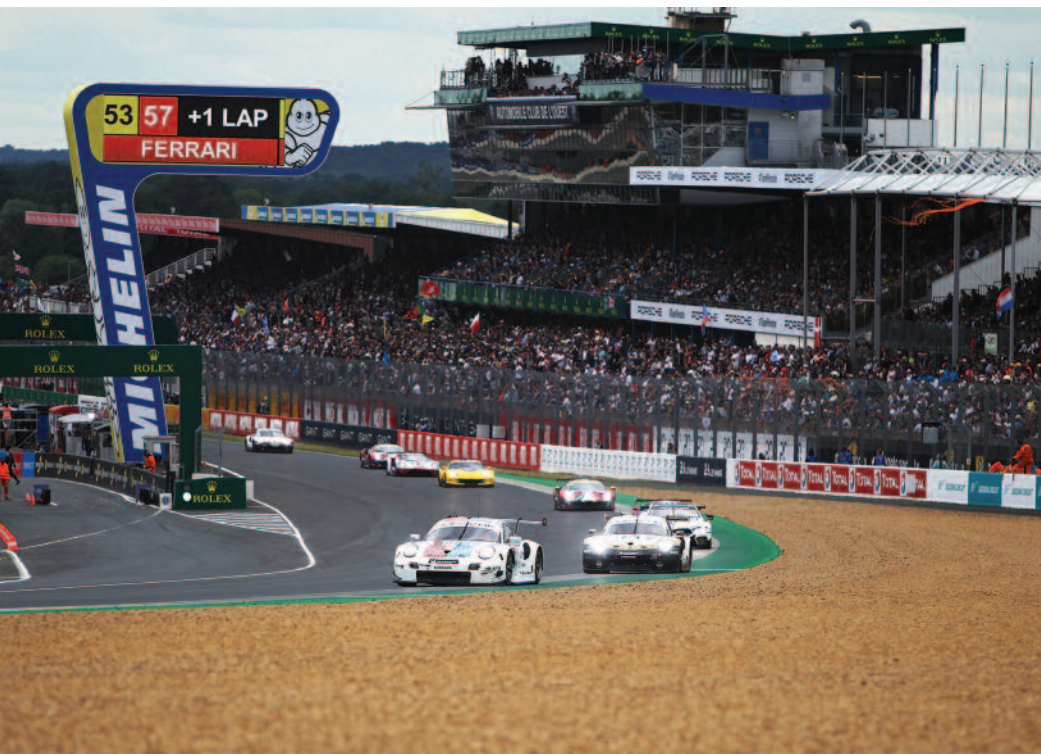
The two regular cars of the IMSA WeatherTech SportsCar Championship completed the entry, with the historic red, white and blue colors of Brumos Racing. Hurley Haywood-- three times winner in Le Mans, five in Daytona and two in Sebring--was Grand Marshal.

LM GTE Pro: Pure Sport

Princess Charlene of Monaco waved the flag that sent 61 teams into the fray. Immediately, Porsches nos. 91 and 92, Ferrari no. 51, and the fastest of the Corvettes, developed an exceptional battle throughout 9 hours.

The group of antagonists was divided into two, shortly after midnight. The Porsche 911 RSR no. 92 and the Ferrari 488 GTE No. 51 maintained the leadership followed by (but never more than 20 seconds behind), the Porsche no. 93, the surviving Corvette no. 63 (the other had suffered an accident in the Porsche Virages) and the fastest Ford GT.

In the middle of the cold night, always under the threat of rain, Christensen-Estre-Vanthoor encountered an exhaust problem that threw them five laps down to the leading Ferrari. From then on into Sunday, the lead alternated between Corvette and Ferrari, with Porsche in the hunt.



would again dominate the LMP Hybrid category (and win overall), with Rebellion Racing and SMP Racing as minor competition in LMP1. The more competitive battle would be in both categories of LM GTE (Subdivided into two subclasses: "Pro" for manufacturer teams with professional drivers, and "Am" for private teams).

As in the past, Porsche entered the race with four works 911 RSRs. To honor the successes achieved, the two "top" cars (nos. 91 and 92) were presented in a special livery, with gold replacing the usual red and with the roofs of both cars emblazoned with the

The victory flag was eventually taken by Alessandro Pier Guidi, James Calado and Daniel Serra in the Ferrari 488 GTE Evo, one lap ahead of Porsches 91 and 93.

LM GTE Am: Unpredictable

With Patrick Dempsey's two 911 RSRs, Porsche was a serious candidate for victory in the "amateur" category. In the race, the 2018 winners in car no. 77 (Christian-Ried-Andlauer) led until a puncture and change of the front splitter sank them in the classification, while car no. 88 suffered various driving errors.

The no. 56 Ford GT from Keating Motorsports then built a lead it would never relinquish.

The Ferrari 488 GTE of JMW Motorsport and the Aston Martin Vantage of TF Motorsport mounted a challenge, but the 911 RSR of the German Team Project 1 held on for second place at the flag.

After the race the technical stewards officially disqualified the Ford for breach of fuel tank capacity regulations, awarding victory to the Project 1 Porsche (which also won the FIA Endurance LMGTE Am Teams Trophy).

After an exciting season, Porsche had won four WEC classifications: World Championship Drivers and Builders in Pro, Trophy Drivers and Teams in Am. Porsche and its fans worldwide have every reason to celebrate!***

PORSCHE AT LE MANS 2019

91 Porsche 991 RSR - LMGTE Pro - Porsche GT Team – As in 2018, the trio of Richard Lietz, Gianmaria Bruni and Frédéric Makowiecki crossed the finish line in second position in LMGTE Pro (21st overall).

92 Porsche 991 RSR - LMGTE Pro - Porsche GT Team – They fought for the leadership of LMGTE Pro until the exhaust system failed. Michael Christensen, Kévin Estre and Laurens Vanthoor finished the race in 9th position in the group (29th overall), a result that awarded Christensen and Estre the FIA Endurance GT trophy.



93 Porsche 991 RSR - LMGTE Pro - Porsche GT Team – Patrick Pilet, Earl Bamber and Nick Tandy brought the no. 93 Porsche to third place on the class podium (22nd overall).

94 Porsche 991 RSR - LMGTE Pro - Porsche GT Team – Porsche trio (Sven Müller, Mathieu Jaminet and Dennis Olsen) finished seventh in the LMGTE Pro class (27th overall).

56 Porsche 991 RSR - LMGTE Am - Team Project 1 – Always in the lead group of its category, this special Porsche no. 56 was a real art-car signed by the American hyper-realist Richard Phillips. Although Jörg Bergmeister, Patrick Lindsey and Egidio Perfetti crossed the finish line second in GTE Am, the race stewards officially declared the car class winner after the Ford GT no. 85 was disqualified for non-compliance with fuel tank capacity regulations. In addition, Team Project 1 won the FIA's LMGTE Am Teams Endurance Trophy.

77 Porsche 991 RSR - LMGTE Am - Dempsey-Proton Racing – A puncture and the substitution of the front splitter prevented Matt Campbell, Christian Ried and Julien Andlauer from repeating their 2018 triumph, finishing 4th in its category (34th overall).

78 Porsche 991 RSR - LMGTE Am - Proton Competition – Monegasque rookies Louis Prette, Philippe Prette and Vincent Abril, efficiently fulfilled their mission. With no major errors (just a few brief visits to the grass around the track), the reward was 6th place in GTE Am (36th overall).

86 Porsche 991 RSR - LMGTE Am - Gulf Racing

Story continues on page 27.

[illegible]

6903 Rockledge Drive, Ste. 1200, Bethesda, MD 20817 • (301) 214-4190

alan@sandboxfp.com

Sandbox Financial Partners, LLC is a Registered Investment Advisor. Please visit our website: <https://www.sandboxfp.com> for important disclosures.

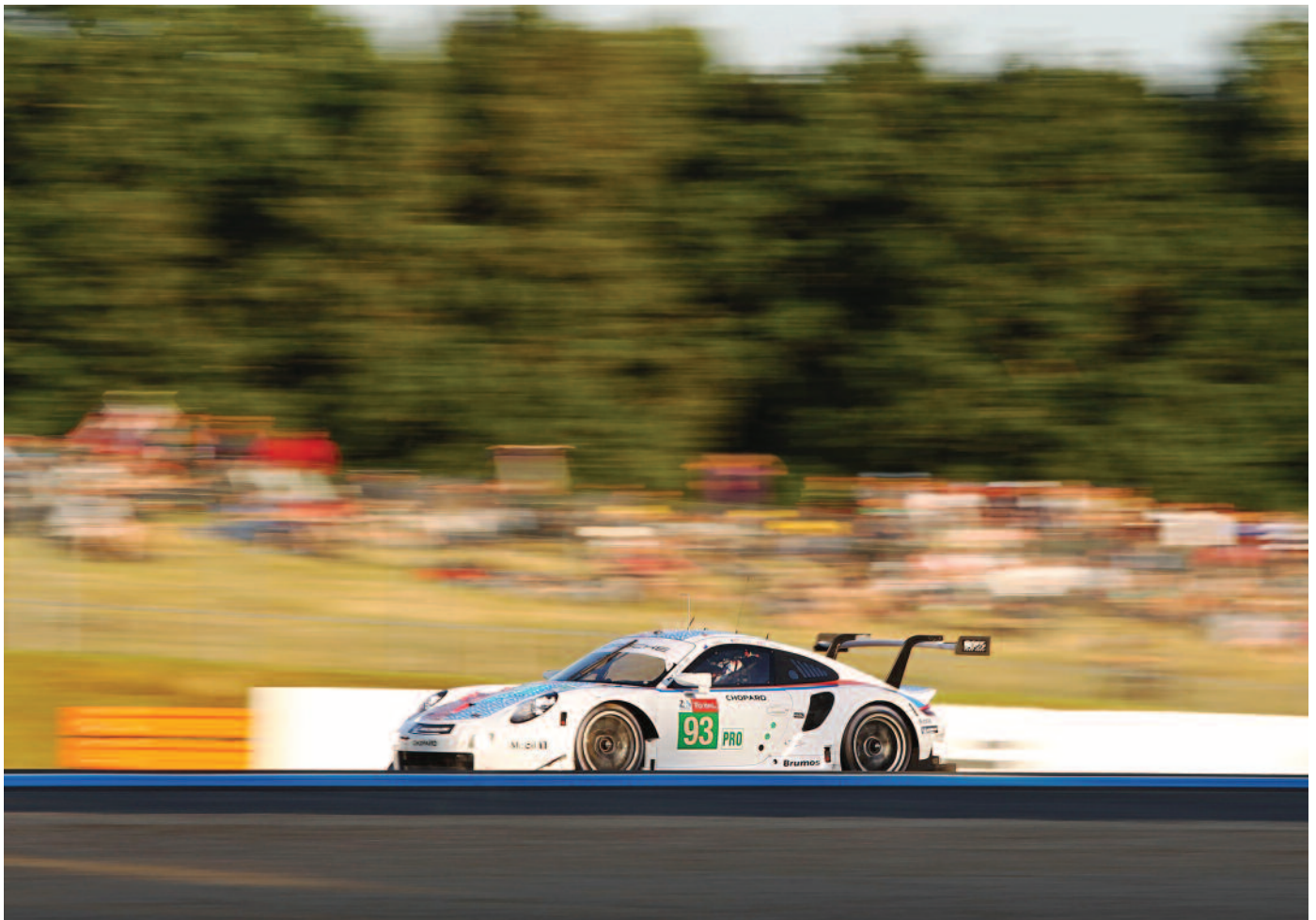
A man in a dark suit and red tie stands with his arms crossed next to a bright yellow Porsche Carrera GT. The car is a two-seater sports car with large round headlights and a prominent front grille. The scene is outdoors on a paved area with a grassy field and trees in the background under a blue sky with scattered clouds.

For a free consultation, contact Peter at 202-768-9600 or via email at pgrenier@grenierlawgroup.com. As his clients will readily testify, Peter is absolutely driven to get results. www.grenierlawgroup.com



D110

26 • **der Vorgänger** • October 2019 www.pcapotomac.org



UK – Gulf's iconic pale blue livery was unlucky and no. 86 was the last Porsche ranked in the race (38th overall), 8th in GTE Am.

88 Porsche 911 RSR - LMGTE Am - LMGTE Am - Dempsey-Proton Racing – Matteo Cairolì, Satoshi Hoshino and Giorgio Roda placed this car in pole position of the LM GTE Am category with a time of 3'51"944. In the race, after a good start, the team was involved in a collision with the Chevrolet Corvette C7R no. 64 before retiring in the 13th hour.

99 Porsche 911 RSR - LMGTE Am - Dempsey-Proton Racing – After an accident during the Wednesday free practice in the long Mulsanne straight, Tracy Krohn, driver and owner was not authorized by the medical services to take the start. The car was withdrawn from competition.

• • •

*** From Sydney Butler, regarding the 911 RSR 2019:

After the 24 hours of Le Mans, Porsche introduced the new 911 RSR to defend the FIA World Endurance Championship (WEC) title in the 2019-2020 season.

Developed from 2017, 95% of the car is brand new. The engineers, under the direction of Pascal Zurlinden (Director of GT Factory Motorsport) knew there was room for improvement, especially in the areas of drivability, efficiency, durability and serviceability. Lighting, brake system, clutch, driver's seat and suspension parts are unchanged from the previous model.

Faithful to the classic flat-six architecture, the new engine is the largest engine ever mounted on a Porsche 911. Located in front of the rear axle, it has a capacity of 4194 cc, offers 515 hp depending on the restrictor used, and better drivability over a wider rev-band. The new powertrain ensures faster gear-shift times and increased efficiency, delivered to the rear wheels via a weight-optimized and more rigid sequential six-speed constant-mesh gearbox.

The two exhaust pipes now exit on each side in front of the rear wheels. The new exhaust gas ducting saves weight and is aerodynamically advantageous. With this new layout, space has been made for an optimized diffuser that generates even more downforce.

As of this writing, the 2019 RSR has proved itself more than competitive, finishing 1st and 2nd in GTE Pro at Silverstone, the first event of the 2019/2020 WEC season!

August 2019 new Potomac members

Howard Ainsley - 1977 911 Targa - from Alexandria
 Jay Alexander - 2006 Boxster S - from Rockville
 Albert Chun - 2007 911 Carrera - from Falls Church
 Paul Cooksey - 2000 911 Carrera Cabriolet - from Alexandria
 John de la Garrigue - 1980 911 SC - from Alexandria
 Glynn Dennis - 2004 Boxster - from Potomac - transfer from Diablo
 Richard DeRiso - 2015 911 Turbo S - from Alexandria - transfer from Orange Coast
 John Duker - 1990 944 S2 - from Reston
 John Eichberger - 2003 911 Carrera Coupe - from Fairfax
 Tarik Essawi - 2018 718 Cayman S - from Vienna
 Derek Ferber - 1990 911 Carrera 4 - from Arlington

David Fischer - 2014 911 Carrera S Coupe - from Brambleton
 Theodore Geibel - 2018 911 Carrera - from Alexandria
 Reilly Gordon - 2009 911 Turbo - from Great Falls
 Gabriel Gorog - 1986 911 Carrera - from Reston
 Albert Jenkins - 2001 Boxster S - from Lusby
 Matthew Johnson - 2014 911 GT3 - from Leesburg
 Scott Johnson - 2014 Boxster - from South Riding
 Eric Jones - 2014 Panamera GTS - from Beltsville
 Ho Joon Kim - 2018 Macan - from Washington
 Scott Krueger - 1981 911 SC Targa - from Stephens City
 Larry Mauch - 2015 911 Turbo S - from Sterling
 James Medica - 2009 Cayenne Turbo S - from Denver

Tuan Nguyen - 2013 911 Carrera Coupe - from Springfield
 Jackie Peters - 2016 Cayman - from Manassas
 Felix Prasarn - 2010 Panamera Turbo - from Woodbridge
 Stephen Pratel - 1976 912E - from Alexandria
 Terry Ray - 2017 Cayenne S E-Hybrid - from Ashburn
 Evan Reichard - 2015 Cayman S - from Reston
 Scott Smullen - 2011 911 Carrera 4S - from Arlington
 David Snider - 2008 Cayman S - from Washington
 Eric St. Peter - 2002 911 Carrera Cabriolet - from Leonardtown
 James Stevenson - 2006 911 Carrera 4S Cabriolet - from Washington
 John Stiening - 2011 Boxster Spyder - from Washington

Randolph Thompson - 2003 911 Carrera 4 Coupe - from Ashburn
 Osman Ullah - 2015 Macan Turbo - from Herndon
 Hilton Vasconcelos - 1999 911 Carrera Coupe - from Alexandria
 Brett Wakeman - 2019 911 GT2 RS - from Washington
 Marshall Wilkerson - 2016 Cayman - from Burke
 Katherine Wong - 2014 Panamera 4 - from Arlington - transfer from Carolinas
 Vincent Wright - 2008 Cayman - from Aldie
 James Yoe - 2019 Macan S - from Solomons
 MaryAshley Zimmermann - 1963 356 B Cabriolet - from Alexandria

AUTOBAHN SERVICE, INC.

porsche specialists

Over 1,200 cars serviced a year

- Full Service Shop - Factory Equipment
- New Car Maintenance
- Electronic System Diagnosis & Repair
- Engine & Transmission Rebuilding
- Performance Modifications
- 4-Wheel Alignment

24 Months Warranty

*Quality Work with an
Eye On Details*

*Free Transportation To
and from Metro*

30+ Years Experience

www.autobahnserviceinc.com



3158 A Spring Street • Fairfax, VA 22031 • (703) 691-1771

Stuttgart Performance Engineering

Porsche specialist service since 1970

- Carburetors, Fuel Injection, OBDII
- Suspension, alignment, corner balance
- Electrical systems
- Pre-Purchase Inspections
- Maryland Certified Emissions Repair Technician

stuttgartperformanceengineering.com

Matt De Maria
By appointment only

301.948.6762
Gaithersburg MD

Dulles Car Concierge

- Indoor, climate controlled storage
- Full time battery tender
- "In and out" privileges available
- Contract based complimentary wash(es)
- Off season wheel, tire, and spare parts storage
- Detailing services on site



Sterling, VA

571-306-3972

email@dullescarconcierge.com



September 2019 Potomac anniversaries

45 Years

Robert & Linda Carey
Charles & Olga Roberts

40 Years

Terence & Katherine LaBaw

35 Years

Daniel Freedman & Martha Le Gory
Steven Newpol

30 Years

Gary & James Tripoli

25 Years

Gerald & Donna Smith
Anthony & Raymond Fleury

20 Years

Allan Banghart & Ruth Christopherson
John Barreto & Hasitha Kuruwita
Tod & Carol Carl
Mark & Sue Elliott
Russell Koste

15 Years

Russell & Denise Bong
Harvey Dickerson
John & Laura Dietrich
Todd & Leslie Fredrick
Kenyatta & Ahnie Jenkins
Timothy & Debra Petrow

10 Years

Timothy & Christopher Ames
John Antonitis
Anthony & Jennifer DeMarinis
Pierre & Carla Duy
John & Carol Evans
Greg & Gail Gabel
Martin & Magda Harding
Norman Lester & Amy Cervario
Greg & Lisa Meyer
Littlejohn & Greg Schebish
Frederic & Paul J. Schmidt
John Vrankovich

5 Years

Paul Beyer
Alfred & Sylvia Edwards
Frank Fields
Howard Gelman & Allison Jernigan
Barron & Edith Harvey
Ken Larson & Lynne Stephens
Steve & Meredith Ledford
Dennis McNeely & Sally A. O'Brien
Don Ritter & Victoria Stack
John Simmonds
William & Julene Slusher
Glenn Wolhuis



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. **All photos must be originals digital files; please do not resize or crop them before submission.**

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

Advertisers' index

Auto-Therapy	16
Autobahn	28
AutoSportsystems Group	22
Craftsman Auto Care	8
Dulles Car Concierge	28
Glass Jacobson	16
Grenier Law Group	26
Intersport	3
Odds and Ends Detailing	9
OG Racing	7
PCNA	2
Porsche Silver Spring	22
Porsche of Tysons Corner	6
Radial Tire Company	5
RPM	16
Sandbox Financial Partners	26
Stuttgart Performance	28
TPC	22

Readers and Their Cars



Right: Michael and Mia at the welcome sign for Treffen.

Below: We registered 73 Porsches at this year's Gathering of the Faithful event.





Above: Bob & Ruth Garretson standing by their 1959 359 Coupe along with Tim & Penny Berardelli with their 1959 356 Convertible D. Photo by Charlene Truban.



Left: Marilyn & LeRoy Mills - 2011 911S - Members since 2007. Photo by Charlene Truban.



PRST STD
US Postage Paid
Permit No. 1239
Bellmawr, N.J.

Gathering of the Faithful. Photo by Charlene Truban.

