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THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • 10.20



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PUBLISHER

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

EDITOR

Glenn Cowan
dveditor@pcapotomac.org

ART DIRECTOR/GRAPHIC DESIGNER

Jenna Fava Roote
Jenna Fava Design, LLC.

CONTRIBUTING PHOTOGRAPHERS

Tony Pagonis, Charlene Truban, Mia Walsh

CONTRIBUTING WRITERS

Sydney Butler, Tom Neel, Alan French

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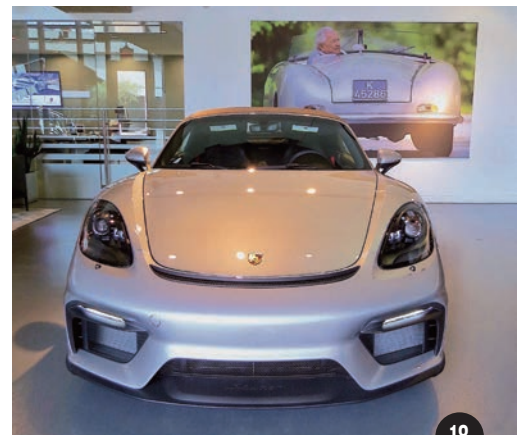
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Winter is Coming



Glenn Cowan

I took delivery of my car in late December 2019. Despite it being winter, I was excited about being back in a Cabriolet after a several year flirtation with a Targa, which was a wonderful car but not quite a real open drop top. I couldn't wait to put some road miles on it. January was cold, February was inclement, and March was...the beginning of something else entirely. An invisible pestilence overwhelmed the spring, summer and persists in its ruinous effect into fall.

For some months Potomac PCA, in compliance with government and medical guidance, was essentially shut down. I tried to compensate by going on the occasional drive but it didn't work. Solitary drives can be fun but not when you can't stop for refreshments or facilities! After 8 months I had 2700 miles on my car. Even when it seemed that I may be able to finally get out there, came a series of deluges (with accompanying flood warnings) that passed for daytime during most of August. Not a top down moment to be found.

That said, in the last weeks, PCA Potomac, still in full compliance with regulations and an abiding concern for safety, has come to the rescue. Two weeks ago my wife Kathy and I joined a Drive and Dine event visiting the Patuxent Naval Air Museum in Southern Maryland and yesterday I joined 150 other Porsche folk for the Gathering of the Faithful Concours type event in Manassas, VA. In ten days we will drive to White Sulphur Springs, WV for the Fall Treffen at the Greenbrier Resort.

A cooperative effort of PCA National, First Settlers, Shenandoah and Potomac Regions this Treffen will afford an opportunity to spend four days with Porsche folk traversing wonderful mountain roads, taking in spectacular scenery, eating well and just being out there! All of this with the company of Porsche drivers and navigators who I'm sure will be equally excited for some Porsche normalcy.

Despite this PCA respite, October will be the last gasp before we are faced inevitably with the coming of

winter. It is my (and certainly everyone's) greatest wish that spring will bring a medical solution permitting us all to quickly forget having been driven into isolation and allowing us to drive into sunshine. See you out there—not soon enough.DV

PAUL HARPER

A Remembrance from George Whitmore

Earlier this year, Paul Harper, Potomac Region member of many decades passed away in Florida after a long illness.

Paul is remembered as being an avid Autocrosser, 924 model expert and Concours participant. Paul drove a special order black 914 which was quite renowned for picking up trophies including the overall Porsche Parade trophy in 1972.

Paul and his wife, Phoebe (our 1976 President) owned the Naked Mountain Vineyard and graciously hosted many rally ending and wine tasting parties.



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Fueled by Volunteers

THE PRESIDENT'S COLUMN

I started writing this column from America's Resort, The Greenbrier, in White Sulphur Springs, WV, on Day #3 of PCA National's Treffen event. My family and I have been there a handful of times and always enjoy the scenic mountains, golf and hiking trails, outstanding customer service, family-friendly offerings, flavorful meals and long-held Greenbrier traditions. Now, I can add horseback riding and Porsche driving as my all-time favorite activities there!

Entering the long driveway of this historic property in my 2-seater 2015 Boxster S was a little different than those times in the past. My college roommate (Kristen Crowley) and I were stopped at the gate for our daily temperature checks due to COVID, while the earnest smiles of the bell and valet staff were covered with face masks and adjustments were made throughout the facility for social distancing and sanitizing protocols. The entire staff wanted to ensure our get-a-way was perfect. Even our post-driving-tour

stop by the genteel West Virginia police sheriff, who seemed eager to ensure we were enjoying his rambling roads, made us feel "at home" as well with a personal conversation.

I had the chance to meet some new-to-me PCA Potomac family members during the outdoor welcome reception such as Gina Flores, Kyle Strompf and Gregory Brown, as well as the opportunity to see many of our other 37 Potomac members in attendance during the 4-day event. Please look for a detailed listing thanking our many PCA Potomac volunteers at this event on page 24.

Immediately following Treffen, I headed directly to Summit Point Motorsports Park for PCA Potomac's 29th Annual Club Race. I was happy to support my husband, Brian, who was racing in the GTB3 class (winning two 1st place podiums and setting the track record for his class) and spending time with my many racetrack friends. I look forward

to racing there for the 30th Annual event and thank our Club Race Chairs, Pat Kaunitz and Donna Amico, for running a first-class event.

The most compelling and communal thing to remember is that PCA Potomac "supplied" 180+ volunteers to run and organize these two amazing events. 180 of YOUR fellow members stepped up to the plate to volunteer their time to ensure that PCA members across the country could have fun driving in their Porsche cars. I would like to personally thank all of you for the thousands of hours of work you have given to our club and it is such a privilege to call you my POTOMAC volunteers and friends!

If you are willing to donate some of your time to any of our programs or events, please contact our Volunteer Coordinator, Christian Murphy at volunteer@pcapotomac.org.

Both events will be featured in next month's issue.
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Mia Walsh

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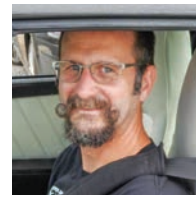
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DRIVERS' EDUCATION

CHAIRS

Bob Mulligan & Susan Kimmitt
dechair@pcapotomac.org

CASHIER

Roger McLeod, Jr.
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CHIEF INSTRUCTORS

Steve Wilson, Don Mattran
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chiefinstructor@pcapotomac.org

INSTRUCTOR DEVELOPMENT

Dirk Dekker & Jay Smith
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NEW DRIVER AMBASSADOR

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REGISTRARS

Chris Mantzuranis & Diane Sullenberger
deregistrar@pcapotomac.org

TECH

David Diquollo, Mark Salvador
& John Vrankovich
tech@pcapotomac.org

TRACK REGISTRAR

Lara Peirce
trackregistrar@pcapotomac.org

TRACK STEWARDS

Tim Kearns, Steve Vetter,
Stephen Kiraly & Michael Handelman
tracksteward@pcapotomac.org

WOMEN'S HPDC

Colleen Reiche
colleen.reiche@pcapotomac.org

LEADERSHIP VOLUNTEERS

TRACK COORDINATOR

Jay Smith
trackrentals@pcapotomac.org

PORSCHEFEST COORDINATOR

Michael Kaunitz
mkaunitz@pcapotomac.org

PROGRAMS

AUTCROSS

Steve Bobbitt & Jeff Braun
autocross@pcapotomac.org

CLUB RACE

Pat Kaunitz & Donna Amico
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COMMUNITY SERVICE

Chip Taylor
communityservice@pcapotomac.org

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CONCOURS

Tom Coyle & Gary Sidell
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DRIVE & DINE

Glenn Havinoviski & Alan French
driveanddine@pcapotomac.org

HISTORIANS

George Whitmore & Fred Phelps
historian@pcapotomac.org

LEGAL OFFICER

Gary Sidell
legal@pcapotomac.org

MEMBERSHIP

Ed Hahn
membership@pcapotomac.org

RALLY

Craig & Linda Davidson
rally@pcapotomac.org

SAFETY

Tim Kearns
safety@pcapotomac.org

SOCIAL

Jason Savage
social@pcapotomac.org

SOCIAL MEDIA COORDINATOR

Bill Schwinn
socialmedia@pcapotomac.org

SPONSORSHIPS

Bob Simmons
sponsor@pcapotomac.org

VOLUNTEER COORDINATOR

Christian Murphy
volunteers@pcapotomac.org

WEBMASTERS

Ron Flax & Ken Harwood
webmaster@pcapotomac.org

ZONE 2 REP

Rose Ann Novotnak
zone2rep@pcapotomac.org

NATIONAL SAFETY

Dan Dazzo
safety@pca.org

DER VORGÄNGER

PUBLISHER

Glenn Cowan
dvpublisher@pcapotomac.org

ADVERTISING

Glenn Cowan
advertising@pcapotomac.org

EDITOR

Glenn Cowan
dveditor@pcapotomac.org

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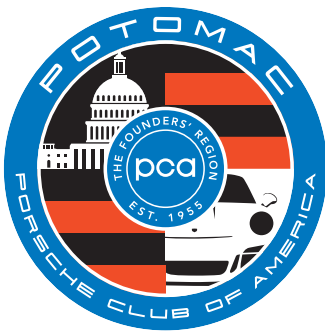
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2020 CALENDAR OF EVENTS

The information below is accurate as of date of publication. Check Potomac's website at pcapotomac.org for further information and the most up-to-date information.

OCTOBER

4

Drive to Big Cork Winery
Rohresville, MD

18

Autocross at Summit Point

24 - 25

DE at Summit Point

25

Maryland Fall Drive (Drive & Dine)

NOVEMBER

8

Virginia Fall Drive (Drive & Dine)

15

Morais Vineyard (Drive & Dine)

JOIN PCA

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 pca.org/user/join/membership

CARS & Coffee

DUE TO COVID-19 RESTRICTIONS—PLEASE CONTACT THE LOCATION DIRECTLY TO CHECK ON CANCELLATIONS OF CARS & COFFEE EVENTS.

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
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

SUNDAYS, 7–9AM

Dunkin' Donuts at Dulles Landing Shopping Center
on Loudoun County Parkway north of US 50

LEESBURG, VA

SUNDAY, 9AM

Dog Money Restaurant
50 Catocin Circle, NE, Leesburg, VA 20176

BETHESDA, MD

SATURDAYS, 8 – 10AM

Corner Bakery Cafe
10327 Westlake Dr., Bethesda, MD
Westfield Montgomery Shopping Mall

POTOMAC MONTHLY LUNCHES & 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.

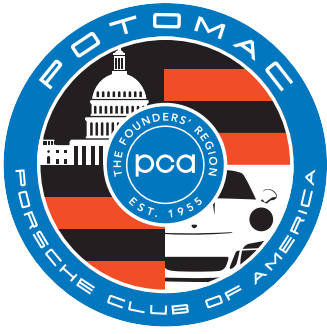
Virginia

First Saturday of each month, 11:30am

City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

Maryland

Canceled Until Further Notice



Potomac Program Highlights

DRIVE AND DINE

Setting Fire to the Rain

STORY BY ALAN M. FRENCH

Charlottesville — Piedmont Tour
August 14-16, 2020



Barboursville Winery and Ruins by Melinda Ferreira



Busy Table at DBB Brewery by Dory Thomas



Porsches Lined Up at Boar's Head by LeRoy Mills

Cribbed from a song by Adele, the title of this account perfectly describes what 44 members in 23 Porsches did on their August weekend away in the Charlottesville region. When changeable weather rolls in, we are challenged by choices: convertible top up, or convertible top down, uber cool Steve McQueen Persols, or steamed up Warby Parkers, Porsche rain jacket on, or Porsche umbrella up? Whatever we decide of course, we'll need to change it shortly.

The entire weekend's activities could have been heavily influenced by the weather, but we soaked up the sun and set fire to the rain with big A smiles. Larry and Beth Finkel served up a great program of drives, an excellent group lunch at the Barboursville Vineyards, visits to Monticello and Devil's Backbone BrewPub, all with a side of rest and relaxation at the Boar's Head Resort.

As is typical on this annual tour, we had folks from other regions join us. The Shanley's from Ohio and the Ferreira's from New Hampshire added their smiles and great attitudes to a group full of fun and life.

It was our first formal visit to the historic winery at Barboursville. The socially distanced lunch, prepared by the Chefs at the Palladio restaurant was excellent. The afternoon was spent relaxing, trying different wines and soaking up the glorious views.

We welcomed some first-time Potomac Drive & Diners: Okal & Michelle Onyundo (Macan S.), Cary & Stephanie Evert (Boxster S.) and PCA Potomac President Mia Walsh with BFF Ashling Pollard (Boxster S.) all broke their Potomac Drive & Dine Ducks.

A full program on Saturday started with a tour of Monticello, at which the organization and COVID arrangements were very

good. Despite the fine rain, many roamed the gardens and paths of the former Thomas Jefferson estate before investing in the gift shop on the way out.

After a simple, southern style lunch at the historic Michie Tavern, we nipped and tucked our Stuttgart showpieces through the hills, mountains and valleys south of Charlottesville to the Devil's Backbone Basecamp Brewpub and Meadows.

Having had a few responsible beers at Basecamp before, surrounded by green hills and mountains, with live bands competing with laughter and conversation in this lodge-like complex, I was confident that our Tour group would enjoy their time at the DBB Brewpub. That was preCOVID and in bright sunshine. I was a tad worried...there is only so much enthusiasm that a group can maintain in "weather."

What I hadn't factored in was the combination of our Setting Fire to the Rain attitude with the professional, courteous and downright fun DBB team, who entertained, fed and brewed us up a great afternoon. It was a perfect storm after all.

The perfect end to the afternoon would have been glorious views across the Virginia Highlands from Ravens Roost Overlook on the Blue Ridge Parkway. As the photos show, our Blue Ridge Parkway route back to the hotel was heavenly a.k.a. up in the clouds.

The photo of Carlos celebrating against the clouds, a.k.a. light drizzle, says it all.

On Saturday evening, the group divided for dinner at two excellent, local restaurants before reconvening in the lobby of the Boar's Head for engaging Porsche repartee. Eventually, supplies of Gillywater and Butterbeer vanished and it was time for glasses of warm milk and PCA Tours of Nod. A magic weekend. DV



PAX River

Porsche, Planes and Top Gun

STORY BY ALWYN WALKER AND PHOTOS BY GLENN HAVINOVISKI

I knew that Glenn Havinoviski and his Drive and Dine team had done yeoman's work in pulling together a second PAX River Naval Flight Museum tour in the midst of Covid and were going to make the trek despite the imminent weather. After being quarantined for months and home schooling and home camping a 9 year old daughter and a 14 year old son I was anxious to hit the road and open up the "911," ...let the rains be damned. I was still awake at 1:30 in the morning brimming with excitement even knowing I should try hard to sleep as my alarm was set for 6:00 am.

The next day, I was sending pictures of the meeting point at Baysox Stadium to friends nationwide, in the Caribbean and in London! It was nice to see such a great turnout of Porsches with drivers and some passengers assembled and at the ready. The exodus from the Stadium entering Route 301 South started off a little precariously as the traffic light only allowed for five cars on the Green before turning Red. We would have liked to have exited as a group but being mature drivers, each pilot (we were going to a Naval Air museum) anticipated the driver ahead and in the rear, so we had no "event" as we started our run.

The drive which took us down Route 301, then onto back twisty roads punctuated by hills and dips was a nice selection for an early morning convoy. On the drive I followed a vintage red Carrera as we paced one another through the picturesque countryside. I had a yearning for more speed and less pace as there were limited opportunities to hear the rear engines rev, so when we could see some open road the adrenaline came rushing. However, the roads being slightly wet and driving with close to 20 cars in the group I was happy that safety and arriving in one piece was paramount on the Lead Drivers mind.

Maybe this was only me, but I knew my regimen of early morning herbal tea followed by coffee at the staging site was going to test my little boy stamina. I was getting very uncomfortable after the hour's drive and quietly begged for relief, hoping the destination was at hand so I could calmly but urgently find the Comfort Station. What a relief to get to the Patuxent Naval Air Museum. Not so fast...I was wondering what was taking so long as each car had a brief conversation with the gate attendant; why not just park...Now! Where is the bathroom! Come to find out the reason for the delayed entry and the dialogue at the gate was to choose which aircraft you wanted your ride parked next to. This did make for great photo ops as the 911s, Boxsters, Cayman, Macans, 928s and 968s, would be parked under an F-15, if that was your choice.

It was nice to see the vintage planes and learn from the knowledgeable and experienced tour guides who talked about the engineering of aircraft by Boeing, Northrup Grumman, McDonnell Douglas and other builders. They discussed the design of the fighter planes and the testing of them. They explained the process of contracting and how one manufacturer was responsible for one part of the aircraft while a second may have built other components. This would sometimes lead to design and cost skirmishes which was evidenced by where some of the rivets were placed on the fuselage to compensate for "change orders". Our guide knew some of the pilots who flew these aircraft and I overheard that one of the planes was in the film Top Gun. It also turned out that a PCA member was a fighter pilot and knew one of the planes personally having flown it operationally.

We were in the company of a "celebrity" club member as he reflected on the aircraft and graciously answered inquiries from impressed Porsche drivers. (Editors Note: More on this next month!).

The time went by quickly and the convoy assembled once again to head over to the Bugeye Grill by the Riverside in Solomon's to wrap up and have an early lunch. I lined up behind a dark blue Cayman GTS as I was not very familiar with this model. Good thought, as I learned a new appreciation for the car during the 15 minutes on the drive over to the restaurant - to the point where it moved to close to the top of my "wish list" and I now have a whole new appreciation and desire for this model Porsche. The sound was wonderful as the driver was clearly having fun rowing through the gears. The exhaust notes sounded sweet. This guy was having way too much fun!

When we stopped to park I pulled up behind him, I had to say hello to the driver. I peered into his vehicle to see the 6-speed transmission and a console laid out impressively with gauges and all accoutrements for the enthusiast driver. Nice car.

Given the option to sit in the air conditioning or sit outside on the balmy day we chose unanimously to sit outdoors. The riverside and the bridge over to Solomon's and the sparse clouds hanging in the sky provided a great back drop to sit back, enjoy a beverage and a light lunch.

I sat with a member and his wife who were the only ones in the caravan who drove an SUV, a very sharp Macan GTS. I spotted it several times on the drive as it stood out above the 12 vehicles in front of me. The vehicle belonged to his wife as she was more the enthusiast while he preferred his Toyota



FJ and going on off-road treks. They said they felt a little awkward arriving at the staging area when they realized they were the only ones with an SUV. Hey it's a Porsche SUV.

The other guest at the table was a younger man with his 14 year old daughter. He told us how good it made him feel to be liberated from Covid isolation but he nevertheless abstained from alcohol and ordered a sparkling water; as he said, with his car he is likely to be profiled and pulled over. The majority of the other customers were Trap shooters, not Skeet, which we were quickly informed is an entirely different sport!

It was a fun and informative Drive and Dine and I am looking forward to my next opportunity to put the day-to-day out of mind if only for a few hours. Interestingly, even the ride home was better than normal—not because there was less traffic but because a good Potomac experience had put me in a better frame of mind. DV

CONCOURS

Gathering of the Faithful

STORY BY GLENN COWAN



It is Labor Day weekend in the year of Corona. Your Porsche has 1200 miles on it since March. Your driving trip to Maine was cancelled. The Driver's Education event at Summit Point was postponed. A Potomac PCA Rally was rained out. In fact, all of August was rained out.

I have an idea—why not join a few Porsche folk and take an interesting drive from Fairfax to Manassas to an open/safe venue with a variety of good food and drink and a large safe parking lot and display your Porsche for anyone who cares to look? Why not indeed! Nearly 150 cars turned out for this year's Gathering of the Faithful which made it among the largest of Potomac events this year.

This was a combined Drive and Dine and Concours event: the getting there (D&D) was organized by Glenn Havinovski and Alan French and the being there (Concours) by Tom Coyle, John Klish and Gary Sidell with advice and guidance from John Truban.

This took some doing. You can imagine that convincing a venue in June that a September event was a good idea took diligence and time. New Concours Chair Tom Coyle persuaded and sort of cajoled facility managers and eventually landed a winner. 2 Silos Brewing in Manassas was perfect. Great parking, good food, large enough for social distancing and comfortable restrooms!

Gathering of the Faithful is not intended to be a concours event – no judging, just displaying. Like many others, I kept an eye on my car and if I saw anyone seemingly interested, would drift over and talk about whatever it was they were interested in. “Whats that color?” “Do you REALLY like PDK?” “How’s this compare with the Targa?” All around me there were similar conversations as participants drifted from one interesting car to another.

The weather was wonderful, the food was good, the cars were gleaming and the folks were beaming. What more could you ask, other than for a repeat event next season? **DV**



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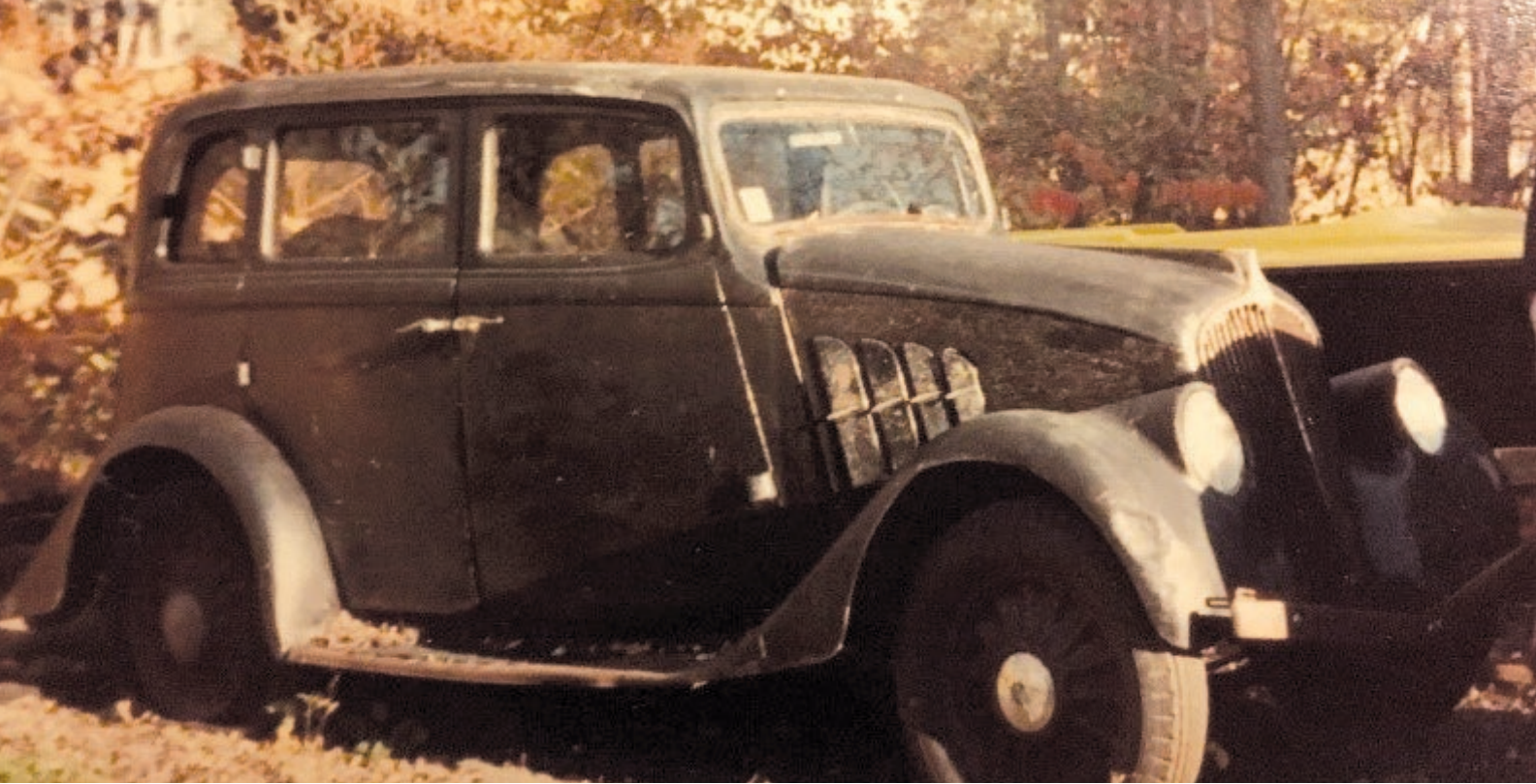
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John Mackay's Auto-Biography

STORY BY JOHN MACKAY

Just about every Porsche owner I've met has all kinds of stories. My Porsche story started when I was seven and my Dad took me and my brother to see Steve McQueen's Le Mans. That visual and auditory assault on my senses forever etched Porsche into my brain. Nearly fifty years later, my story is still being written and, like life and many Porsches stories, has had its share of ups and downs. In retrospect, owning a Porsche teaches even the most die-hard car nuts many valuable lessons, particularly for me, lessons in patience and humility. Along any journey, there are special people who lent a hand or advice, and here are few who helped to write my Porsche auto-biography.

My dad is a car guy who grew up riding in Buicks and Oldsmobiles and playing with Tootsie Toys and Kingsbury cars that he collects to this day.

Dad was initially a rep for Goodyear selling tires to gas stations in Ohio and Pennsylvania and then a VW salesman in Williamsport, PA in the late 50's. In 1962, he moved his young family to Nashua, NH and with a German partner, opened a VW dealership, Gateway VW. He loved the simplicity and value of VWs, but his true love has always been the orphan car makes of his youth. As examples, our barn in Nashua, NH contained:

- a '34 Terraplane sedan,
- a '36 Willys 77 sedan,
- and Mom's '48 Ford Super Deluxe Woodie they bought at Hershey in 1970.

Other cars included multiple Kaiser Manhattans and one of the last '55 Willys Aeros made in this country. Dad loves American special interest cars and that rubbed off on my brother who has owned a '47 Willys CJ2A since 1978. I, on the other hand, was completely uninterested. Those cars were big, slow, and their mohair interiors smelled and were "hot inside" as my brother always said—from lots of first-hand experience as we accompanied Dad on countless trips across the country in search of special interest autos.

In 1969 the whole family went to see Herbie the Love Bug. I saw a 36-hp, single-port '63 Beetle lay Ferraris, Corvettes and the dreaded yellow Thorndyke Special (a '63 Apollo 3500) to waste. After that, we bought the Disney record and I played the part where Tennessee tuned Herbie relentlessly. For my 7th birthday present surprise, Dad bought a white '63 Beetle sunroof from a gas station in town for \$50 and had the body man paint it with blue and red stripes and #53 just like Herbie. As my backyard plaything, I spent countless hours shifting and steering my way to victory like Dean Jones. Later that same year, my dad took my brother and me to see the movie Le Mans. It was all Porsches after that. Corgis, Hot Wheels, and Matchboxes of all kinds. At Christmas, an AFX Flamethrower race set with a 917K and a 512S provided endless hours of fun—I always "drove" the 917. Michael Keyser's The Speed Merchants was a recurring source of joy and introduced me to the racers, the cars, and the tracks (still have it, and now the DVD, too). Periodically, Dad went to the local VW, Porsche-Audi office for

meetings and would often return with large-format Porsche racing posters that then adorned our bedroom walls. In 1974, a doctor who lived down the street bought a new chocolate brown 911. Frequently, I would hear him about a block away make the slow right turn and then start accelerating past our house. That distinctive flat-six sound drew me like a magnet to a window or the street to watch and hear him go by. Several years later, he bought a new Rabbit from my Dad and gave me a ride in his new 911SC—dark blue metallic with a light beige leather interior, which was my first ride in a 911—ever. I was astounded by the luxury and fit of the interior. Once rolling, I marveled at how he could lope it all the way down to 10 mph and then effortlessly, smoothly pull away up to 50mph before shifting out of 2nd gear. Magic. Doctor Crisp taught me that if I wanted to drive new ones, I better be a doctor.

After college, I was ready for my first car payment. The first mistake I made/lesson I learned was waiting to join PCA after I bought my first Porsche rather than the other way around. I scoured Hemmings and found a '70 911T Targa for sale in Pennsylvania for \$7,500. Drove up there, by myself, and hours



later, left my rusty '78 Dasher coupe (yes—a 2-door) at the seller's house and drove my prize home. It ran fine—had Webers and a Bursch exhaust, and was a true 10-footer. It had all the rust issues older, long-hood cars purchased by 26-year olds tended to have: driver's door jam, cowl leaked when it rained hard, and front pan. Oh, and the master cylinder leaked fluid onto to the floor, but I didn't care. It was May, and beautiful, and I never felt more proud than driving that car through DC. I took the long-way home just to drive it further and show it off. I drove that car all summer revving it up to redline to hear the wonderful Metzger symphony of Weber, Bursch, and company. Then I added too much oil to it and had to pay a local Porsche specialist \$450 for a full clean up and tune. Marelli points, what?!? In December, I drove the car home to Massachusetts for winter indoor storage and one of the A-arms in the front broke backing it into the barn. Eventually, I sold the car for \$750. Some guy in upstate NY with a trailer got a great deal.

By the Fall of 1999, I had a wife, daughter, and new baby boy (named Innes after Innes Ireland), and a new job and resolved to be smarter with my next Porsche. I found a '73 914 2.0—the cream of the 4-cylinder 914 crop, outside Columbus, OH for \$3,500. This time, I got a PPI referral from a local Ohio PCA club member. The shop called me to say, “it's got some rust, but we can fix it with a chassis strengthening kit”. Of course, I said, “do it” and booked a flight to Columbus. The shop brought the car to the airport and I was off! Handled like a dream. Loved the go-kart-like handling, so much improved from the 911T. And the same kind of open-air thrills. After a few weeks, it developed a fuel leak. A PCA member who raced a 914/6 recommended Russell Kessler in Falls Church. He took one look at the car and shook his head. “They really didn't have anything to weld your chassis kit to”, he explained. “CRAP!!”, but I appreciated Russell's honesty. He fixed the leak. My greatest DIY moment occurred one day driving home from work on the Rock Creek Parkway. The accelerator cable snapped because the rubber grommet had dry-rotted and the metal cut through the cable. I opened the engine cover and fed what was left of the cable from the



throttle body thru the meshed engine cover, over the roll bar, and around a hunting knife I kept in the door pocket. There was enough cable that I could pull it to work the throttle with my right hand (up and over the roll bar) while I steered and shifted with my left hand. I eventually sold the 914 to a young guy in Richmond because, as I logically explained to my wife, I could put the kids in 911 jump seats.

In 2000 I found a '72 911E for sale, “beautiful and rust-free in Alabama”. I called and setup a PPI at a Porsche dealer in Birmingham—someone I thought could help. “It runs a little rich...”, was the finding but what I learned later was that the number of techs who knew MFI was scarce. Of course, I booked a flight to Birmingham. The owner was super nice and gave me all his spare parts including original Porsche parts manuals/binders. I made it as far as Bristol, VA that night. The next morning was cold and damp, and I flooded it. I called Russell. He recommended disconnecting the warm-up regulator—or whatever, and explained which wire it was. Pre-cell phones,



no pictures or internet. Long story short, I got the car started, but didn't disconnect the right wire. About an hour up 81 from Bristol, the car lost power and stopped.

Figuring a bad battery, I got a nice passer-by to take me his home, then to an auto parts store to buy a new battery. He took me back to the car and it started right up. We waved and I tore off a bit behind, but hell-bent on getting home that day. In the meantime, I had called my wife. She agreed to meet me in Charlottesville where I would leave the car at the dealer there so it could be checked it out properly. We got home very late. Well, they didn't seem to know "the older cars" that well either. The 911 made it to the I-66/Rte 50 interchange before it died again. Suzanne came and dutifully picked us up—I had taken a bus to C'ville w/ my 4-year old—after dark. Now readers will understand why you've never met Suzanne or Beatrice at any PCA events.

Everyone dreams at one point of a 911 2.7RS—the never-imported penultimate long-hood. Online, I had connected with Greg DePurtuis who owned a 2.8 stuffed into an old T, and we setup a ride one day at lunch. From a '72E 2.4, it's only a \$3,500 fuel pump rebuild from Pacific Fuel Injection, a new 7R case, new 9.3:1 JE pistons and 2.7 cylinder barrels, and you're there! For my 40th birthday and the 40th anniversary of the 911, I gave myself such a car. Russell Kessler did a superb job of building that motor, installing a new gas tank support, Carrera struts and brakes in front, Bilstein Sports all around, new torsion bars, sways and a rebuilt 915 transmission. That first on-ramp romp after picking it up was a bucket-list moment if I've ever had one. The car shot to the 7,300 RPM redline without breaking a sweat and I drove that car every day like a bat out hell. My job in Tysons took me up and down Swink's Mill Road curves in McLean and the Clara Barton Parkway at way more than legal speeds but with an ear-to-ear grin. Life is good for some.

I was attending a funeral for a friend's mom when someone came into the house and said, "someone just backed into a really nice old sports car...!". My heart sank—it HAD to be my car. I ran outside and, sure enough, there was huge dent in the driver's side rear quarter panel. I knocked on the door of the house at the end of the driveway—they had a wrecker with white paint on the bumper. I borrowed a baseball bat and rolled the fender out enough to drive home. That



incident started a discussion with Russell about putting on RS flares. But, a few months later, my wife and I got some sobering medical news and, within the year, I had sold the car to a Brit (for my asking price) who was shipping it the UK to go along with his three other RS-motor cars. That started a seven-year itch.

Russell always said that an '86 3.2 Carrera was the best 911 daily-driver because that year had the bigger (by Porsche standards) A/C vents, the galvanized body, more reliable head studs, 200+ ponies, and the cheaper to rebuild 915 transmission (vs a G50). My penultimate 911 is an ST-clone, and it is possible to back-date a short-hood to a long-hood. After sweltering for years without any A/C in the summer nor any defrost in winter, I found a \$13,000 Prussian blue '86 3.2 Carrera sunroof coupe with 148k miles just before Christmas 2012.

I came down with flu between the holidays and while laying delirious in bed, my wife came in and said, "Someone's backed into your car!"

What? I ran out there in my bathrobe and sure enough, the driver's side rear quarter panel was crushed in—just like the '72's had been. This time, I used my NEIGHBOR'S insurance settlement (yes, his teenage daughter and his Suburban were the culprits) to fix the fender and put a ducktail lid on the car before repainting both. My plans were to build a 3.4 twin-plug motor off the original 3.2, and backdate the front end and fenders to a long-hood. My research after



acquiring the car indicated that this was a very early 1986 model with original paint and a special grey-tan leather interior. The "keep it original" demons told me the car was too nice and original as-is, and, ultimately, I didn't have the heart to modify it. No car I've ever owned has garnered more attention as that car. People would honk, wave from the street, and stop, ring the doorbell, and ask if it was for sale. Eventually, I decided to say yes and give them a number—\$45,000, just to shut them up. Then that wasn't so farfetched a number anymore. I decided to sell it to pay off some other debts and doubled my money on a car that ran fine, but had over 50% leak down on #3. By the way, despite having updated refrigerant, the a/c never worked on that car either.

After the 3.2, my rebound car was a 2004 VW Golf R32 (3.2, awd, 240hp, only year of manual trans, and working A/C) for a few years, and then was laid off from my job in early 2018. After finding a new job, I started to get the Porsche itch again. My dream of an ST-clone was fading fast as long-hood

prices or any air-cooled 911 soared way beyond my price range. The RS60 and its final derivative—the 8-cylinder 718 W-RS is my favorite, cost-no-object Porsche of all-time. Period. Rock West Racing in San Diego purchased the assets of Thunder Ranch and used to make 550, RS60, and 904 replicas in kit and roller form. In 2016 on a business trip, I made a special visit to "try on" a RS60 roller that I could actually afford. At 6'3" and very long legs, I didn't fit. I was disappointed because I had visions of putting a 911 six in a silver RS60 replica with a red leather interior and driving it around DC like Jo Bonnier. Well, they estimated for about \$130,000, they could modify a 904 chassis into a Spyder and make a custom rear body to match my beloved W-RS replica. You just need a motor and transmission then. Crazy talk.

What about water-cooled? Blasphemy for an air-cooled guy, right? But, a Boxster has RS60 looks and spirit—on a Trump

diet, and that special edition 2008 model of 1,960 units were silver with red or brown interiors and about 300 stock HP. But it also has an IMS. I had reached out the folks at Sharkwerks in California about their mods for Boxsters; 350hp with intake, exhaust and flashed ECU. Their recommendation was to find a non-IMS 987.2 with the 3.4 direct-injection motor and then go from there (read, "slippery slope"). So, that's what I did.

It took five months

but I finally found a 28k mile silver 2010 987.2 Boxster S 6-speed, bone stock, but with a Milltek exhaust. It now has the Evolution Motorsports flash (what Sharkwerks uses) which approximates the Sport+, but, unlike Sport+, is "on" all the time. Unlike any of my previous Porsches, Suzanne actually loves to ride in and drive the Boxster! On March 8th, just before COVID shut us down, I got to drive it at Summit Point with an instructor at my first-ever HPDC, and now I find myself facing that slippery slope of further performance mods and the costs that come with DE/track driving.

Serendipity never rests. Just this past Saturday, in a parking lot, Bill Keene, a long-time 911 air-cooled nut and PCA member, came up to me in the parking lot and introduced himself. He says my Boxster S is great, but sees a long-hood in my future. Who knows where this crazy story will end? I'm in no particular rush to find out, but want to thank all the Porsche-philies who have helped me along my way. DV



“THE SPYDER’S WEB” (PART 2)

STORY BY TOM NEEL

We had our commission number and now there was really only waiting left to do. I headed to the Amelia Island Werks Reunion the first week of March where the word Coronavirus was just being whispered. Then news came of the factory closing. The car was thought to be a May build and this would surely put the brakes on things. Then our salesperson, Mike Maurer of Porsche Annapolis was furloughed. This was very tough to hear, more so on a personal level than anything that had to do with the Spyder. In any case, Mike never lost sight of his professionalism. I really have to tip my hat to him especially for remaining excited about our build and staying attentive. Porsche would eventually restart production on May 4th, but surely suppliers would be behind and delays only natural with new Covid-19 guidelines in place.

Thinking we now had plenty of time, the saving grace here was immersing myself in a garage makeover. Then out of the blue, word came in May that the Spyder was in production and was to be built the following week! By June 8th the Spyder was on the water from Germany and it was time to choose a PEC (Porsche Experience Center) delivery date. It all went from hurry up and wait, to hurry up and finish the garage. Very exciting!

As the delivery dates were made available, July 9th stood out as it happened to be my wife Linda’s birthday. It should be noted that PEC deliveries are done at a maximum of two per day, Wednesday–Friday, one in the morning 9am–1:30pm and one in the afternoon. 12:30–5:30. We chose morning. Your PEC delivery consists of a meet & greet, a facility and museum tour, your delivery, 90 minutes of track time in a similar model vehicle (in our case a GT4), followed by a scrumptious lunch at their 356 restaurant. Has the pandemic affected this experience? Yes. Adversely so? No, not really. Porsche Cars North America continues

to be very Covid conscious from taking your temperature before you enter the building, to supplying masks, and using social distancing practices.

A PEC delivery itself is quite special. Delivery specialist Kathy Le and I had been in communication throughout our planning process. On arrival the delivery area was decorated in celebration of Linda’s birthday and the Spyder sat covered awaiting its unveiling. It was emotional finally seeing it as the covering drape was removed. This was especially emotive in view of the delivery area’s large photograph of Ferry Porsche sitting in his company’s first car, the 356 ‘No.1’. A roadster itself, both it and our Spyder in silver, span 72 years of Porsche evolution from 1948 to 2020.

This was also the first 2020 Spyder delivery at PEC and the 998th delivery done there, commemorated by a special number decal found on the lower right of the windshield of each PEC delivery, customers then sign an annual white board with the rest of each year’s deliveries. Your car also comes with a special delivery tag frame and other classy gifts which make your time at PEC even more special. Photo-ops are abundant, but while you head to the track, your car goes on a little PEC photo-op tour followed by your receiving a flash drive filled with images, some which are seen here.

As we head to the track the biggest Covid change is the new leader/follower track policy after abandoning the past passenger seated driving coach. For more on this see my story—Porsche’s Atlanta Experience Center Reopens at PCA.org. Frankly, after doing the PEC driving experience for several PCA stories, I actually feel while both have their merits, the coach leading with you following may have a favorable edge to it.

We would be using a GT4 for our driving time and as the Spyder is the GT4's sibling, it was perfectly suitable for understanding the driving dynamics of our new Spyder. Linda was up first. This was her second visit to PEC and her first in a GT car. Owners, make sure your co-pilot gets a drive and co-pilots, make sure you get behind the wheel. There's nothing more enjoyable than sharing the full Porsche experience together!

There are two other important things about a PEC Atlanta delivery I would like to share. Visiting PEC Atlanta is convenient by car or air, as it sits conveniently at the end of Hartsfield-Jackson Atlanta International Airport on the Southside of the city. In my many past visits I have stayed a one minute walk away at the partnering Kimpton Hotel. Unfortunately, at the time of our delivery the Kimpton was closed as a sizable part of the hotel's business was in support of Porsche dealer meetings, mechanic training and visiting Porsche personnel. All have temporarily been halted. So any upcoming visit to PEC may require you staying elsewhere, which is not a problem near the airport, just not as convenient.

The second thing is that a PEC delivery is exactly that. You will be taking delivery of your new Porsche and after doing so, you must drive it off the property, even if, as in our case, to an awaiting trailer. There is a large lot just 1000 feet away beside the Kimpton and in our case I was able to drive to the awaiting trailer and Kathy Le brought me back to PEC in a golf cart. Greatly appreciated.

It all worked well, just some logistics to consider. Porsche also offers an acceptance service but you must drive your car a mile down the road and leave it with the company. I personally didn't feel comfortable with this choice and I believe it a bit more pricey than other options.

The Spyder made its way home and it was a relief to have it all behind us. That is not to say that any of it was a bother. It's just that the pandemic added an exhausting twist to the process. Our original intent was to stay at the Kimpton with friends that would have joined us for the delivery. But in the grand scheme of things, one must simply count one's blessings.

The 718 Spyder is aesthetically pleasing. It is so perfectly balanced in its proportions. Unlike the current Speedster which is not a small car, the Spyder's mid-engine doesn't fight with a rear end bulge that has plagued recent Speedsters. Its sculpt and scale are fitting of much older 911s. If you think about it, the Spyder/GT4 and the GTS variants are actually the last of a whole generation of Porsche models. Every other model has been revised inside and out to take on the future. I see the Spyder being the closest thing to a new "old school" Porsche as you can get. Literally the last of a breed.

So how does it drive? Wonderfully. If you read any reviews about the 718 Spyder/GT4 or the new Boxster/Cayman GTS for that matter, they are loved with the exception of a repetitive gripe about its 2nd gear still being too tall, a carryover from the previous 2016 GT4. Allow me as an owner to offer a clearer picture here. Is 2nd gear tall? Sure, a bit. Does it make any difference on the street? No, it does not and in fact I would say 2nd is a very gratifying and tractable gear. Think user friendly. 2nd will allow you to go 25mph to highway speeds, but no one will really use it this way on the street. Now before I go further, I owned a 2016 GT4 and I've driven the 718 GT4 on the track, and yes, you will find 2nd to be too tall especially on short parts

of circuits where you find yourself either having to run it to the limiter or short shift into 3rd. If the track is your mission, I highly recommend ordering your car with a PDK. Porsche's PDK transmission is track-ready perfection and those broken ring records are done with PDK and not even using the paddles.

In the old days performance engines were performance engines all the time. Today we have the luxury of variable valve timing, which means in simple terms, your performance engine is capable of being a cream puff until such time as you ask for more with your right foot. If you ask the Spyder to go, trust me, it will more than happily do so. Its performance envelope is grand, and yes, it theoretically only needs 1st and 2nd gear to get you in legal limit trouble. But much more realistically you'll find yourself always using 1st thru 4th on spirited country drives. For those of you who wish to make comparisons to the Spyder's real world driving characteristics with your current manual Porsche, here are several "gear@rpm = mph" numbers to help. I think they show a lively and fun linear engine, where the blood begins to boil at 4000rpm, where it changes its audible performance pitch too! By 6000rpm the naturally aspirated 4.0 liter flat six is happily howling away, and anything above that is only Rock & Roll but I like it, like it, yes I do!

3rd @ 3000 rpm = 45mph

3rd @ 4000 rpm = 54mph

4th @ 3000 rpm = 53mph

4th @ 4500 rpm = 80mph

5th @ 2500 rpm = 55mph

5th @ 3300rpm = 70mph

The Spyder's track-spec 911 GT3 suspension doesn't go unnoticed, even without pushing the shock button. It delivers blissful driving joy. Along with its Michelin Cup 2 tires, one could argue the necessity for the street, but not the rewards. The clever rev-matching Auto Blip button for downshifts and the Sport Exhaust (SE) buttons are at home here. A note on the Sport Exhaust, I've owned them before and most work simply as an open and shut valve in the system. This one adds an unnecessary piped in cabin harmonic which creates an unpleasant buffering sound if held at around 3,500 rpm. It sort of replicates both back windows being down on a sedan. So for RPMs kept mostly below 4,000 I leave the SE off, but when diving deeper into the rev range, it's a must!

I also just have to mention the multi-task manual top. It is what it is. The Spyder is a limited production model and there simply is no affordable way to raise its bespoke rear deck lid to function with an electric top. Think of it as a trade off for its sexiness! Under perfect conditions it's not a big deal but finding yourself in a deluge on a mountain pass with no place to pull over would be unfortunate. It requires your weather intuition. Even a small chance of rain is cause for top up consideration. It's still going to be a great drive with roof in place. My only other gripe is with the flying-buttresses of the top which require over twisting and thus wrinkling in the stowed position. I think the engineers could have done a little better here.

But let's face it, the Spyder's web is brilliant at catching your attention. There's a wonderful way to know when you've purchased a car you feel passionate about. It's when you are reaching for the light switch as you're exiting the garage and you turn for that one last look before the room goes dark. The 718 Spyder gets that last look every time! **DV**



IN PRAISE OF THE PANAMERA

THE ICON/BACK FROM THE BRINK VIRGINIA

STORY BY SYDNEY BUTLER



When most people think of Porsche, they think 911. It has achieved icon status, singularly exalted, jealously protected. It is the brand of the Brand, against which other sports cars, including other Porsche models are compared.

But Porsche and its icon stood at a cliff's edge in the early 1990s. The world wanted more than a relatively expensive two-seater sports car, and Porsche faced a critical choice—expand beyond the icon, or die. Risky and courageous decisions were made, scarce resources diverted into new products. But courage and planning paid off, first with the Boxster in 1996, with the Cayenne in 2002, then with the Cayman in 2005. Sales and success followed. Porsche and its icon had been saved, enthusiasts were grateful, relieved and content.

OLD VISION, NEW SKEPTICISM

Then, in 2009, Porsche introduced the Panamera, a four-door sedan to compete with the likes of Mercedes, BMW, Lexus and other luxury models. Reception was lukewarm. To enthusiasts this bulky sedan was way too far from the iconic 911 concept. The four-door Cayenne could be forgiven as a family necessity and a cash cow, but a heavy luxury sedan that one could never fling—911 like—around a track? For many enthusiasts, things at Porsche had gone completely awry.

I suspect a bit of that enthusiast scorn persists today. But I am here to praise the Panamera, to elevate it to its rightful place in the Porsche world. It's a fabulous car, one whose lineage dates back to the 1950s, and one which trailblazes the path into Porsche's electromobility future.

For those who think a four-door Porsche is a 21st-century oddity invented for families and lazy drivers, just glance at the photo of the Type 530. It's a four-seater 356 for Heaven's sake, envisioned in the 1950s to accommodate four passengers. Or the photo of the four-door 911 concepts, conceived in 1988 with V8 engines. They never made it into production, but that was due to financial constraints, not for lack of vision or because they were un-Porsche-icon like. Those concepts had to wait until Porsche could afford to infuse them with all the engineering, design and performance that would produce the sport performance leader in the luxury sedan segment.

DEBUT—THRILLING BUT CONTROVERSIAL

So that decades-old lineage was in the minds of Porsche planners in 2002, when a commitment was made to design a fast roofline, luxury performance hatchback sedan, to be named Panamera in recognition of racing successes in the Carrera Panamericana in the early 1950s. In April of 2009, the embodiment of that design was spectacularly introduced in Shanghai on the 94th floor of the World Financial Center (it was placed upright in a special freight elevator and hoisted up in about a minute).

It is fair to say that the early Panameras had mixed reviews. Power yes, handling yes, but design—maybe. Some liked the rear design, and recognized it was necessary to accommodate adult passengers comfortably. Others made fun of the hump-like appearance, complained about the overall weight and size, and scorned its distance from the pure “911” heart of Porsche.

NEW DIRECTION IN PERFORMANCE AND DESIGN

But no matter the design debate, the Panamera from its inception set a powerful new direction for Porsche. Electric power, introduced in the 2011 plug-in hybrid, would pioneer that performance/efficiency approach in subsequent models including the 680 bhp Turbo S E-Hybrid of today. That hybrid development would contribute to, and benefit from, the spectacular successes of the 918 and 919 racers, and provide the engineering platform for Porsche's E-Mobility future across all its product lines. It is certainly worth noting that by 2018, 67% of Panamera models delivered in Europe were hybrids, and Porsche CEO Oliver Blume predicts that by 2020 all Porsche models will have hybrid power.

And by 2016, Porsche would completely redesign the Panamera's exterior, forever shelving the “hump” criticism. In this writer's opinion, both the old and new designs in fact instantly antiquated the competition as boxy, ordinary sedans still laboring under the dated concept of a long hood, square passenger compartment, and rectangular rear trunk. The Panamera is an original design, not a series of add-on design elements to existing sedan models. And is it a lasting design? Look no further than the Taycan, which owes much of its stunning new appearance to the Panamera.

Now let's talk beyond history, hybrid performance or exterior design, and recognize the Panamera's contributions to the place where drivers spend most of their time—the interior. Panamera design has set all Porsches on a path of digital displays and touch control functions. The 992 interior is a perfect example, replacing the busy button and switch interior of prior models. The colorful three-dimensional displays—down to showing the spoiler rising on the screen, convey an exciting sense of modernity and visual effect. If you want to get a real sense of the stunning differences (and future possibilities), just sit in the interiors of a Panamera and any other prior Porsche model.

PERFORMANCE AND SATISFACTION/AN OWNER'S IMPRESSION

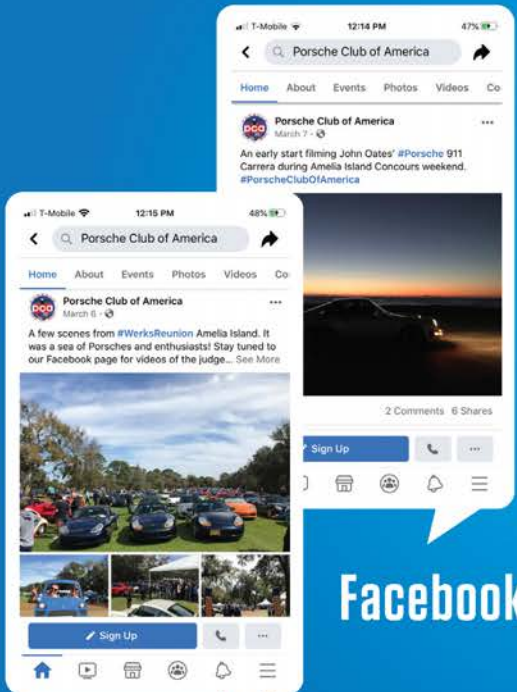
So okay, you say you can maybe appreciate the history, hybrid innovation and touch display stuff, but what about performance of this two-ton sedan? Consider that a Panamera Turbo achieves 0-60 in 3.4 seconds, with a top speed of 190mph. Precisely the same as the new 992. The Panamera Turbo S E-Hybrid is even faster. On August 26, Porsche unveiled a facelift of the Panamera, featuring a Turbo S version that accelerates from 0-60mph in 2.9 seconds and completed a Nurburgring lap in 7 minutes, 29 seconds. That's Carrera GT time, and a stunning 15 seconds faster than the prior model.

Now physics can't be ignored, and a Panamera shouldn't be expected to handle like a 911, Boxster or Cayman. But whatever precision it might give up on a twisty road, it more than makes up in luxury and convenience. The question: is trade off worth it?

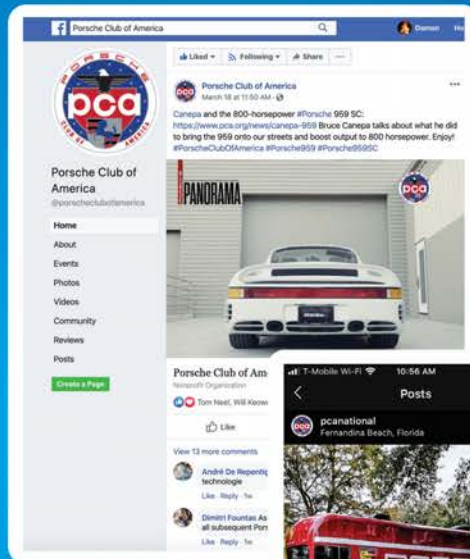
I said yes in 2018. I leased a Panamera Turbo, and can attest that it was one of the best and most satisfying Porsches I have ever experienced (I have owned 16 since 1966). With 550 bhp, it was a extremely powerful and luxurious tourer whose acceleration would blast you into the back seat at a pedal's touch. Fit and finish were superb, with better-than-Cayenne passenger legroom in the back and a hatchback compartment more than ample for long trips with my family. Toss in daily accolades from admirers everywhere, no problems during ownership, and you have a splendid experience.

Those are the honest comments of longtime Porsche enthusiast and satisfied customer. And my guess is that those are the comments of the 250,000 other Panamera owners worldwide. Does it look like or threaten the 911 icon? No. Does it honor and embellish that icon, thrill its customers and set new directions for the Porsche brand? Undeniably... **DV**

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PORSCHE CLUB OF AMERICA

TREFFEN AT THE GREENBRIER

STORY BY GLENN COWAN

I have just returned from a wonderful trip to White Sulphur Springs, WV having been to the PCA Fall Treffen jointly sponsored by PCA and the Potomac, Shenandoah and First Settlers Regions. Details will follow next month but suffice to say that those attending had the opportunity to participate in spectacular drives including the Blue Ridge Parkway while visiting Natural Bridge, the amazing New River Gorge and the world famous Back of the Dragon, which after acting as my co-pilot, caused my wife to quip – “I hope you enjoyed that once in a lifetime opportunity!”

As with so many PCA and Potomac events there was ample good food and drink as well as opportunities to meet PCA folks from all over the country. Particularly given the health constraints, the planners did a spectacular job building safety into every aspect of this event for the several hundred very happy participants.

Treffen, meaning “to meet” originated with PCA sponsored trips to the Porsche factory in Stuttgart and has been expanded to include specially chosen venues throughout North America that offer spectacular drives, wondrous scenery, luxury accommodations, good food and likeminded Porsche enthusiasts. Seriously, what more could you ask of a relaxed compact vacation?

Thanks are owed to many and DV will tip our figurative hat to all of them when we cover the details next month.



Many thanks to the PCA Potomac volunteers who gave their time to organize and staff this event. The driving tours were run under leadership of Alan French and Sarah Cameron and Glenn and Nancie Havinoviski, with the excellent support of Jim and Gina Moser, Hank and Debbie Allen, LeRoy and Marilyn Mills, Jeremy Haas and Ted and Sharon Whitehouse. Registration and Information Desk volunteers included Geoff Gray, Art & Carrol Orton. Staging Area Team included Daryl Salmons, Ken Perry, and Eric Runnerstrom.

Photo Credit: Vu Nguyen



Natural Bridge

AUGUST NEW POTOMAC MEMBERS

RAMZI ASMAR
1949 356
from Falls Church

BRUCE BALVIN
1980 911 SC
from Manassas
transfer from Maverick

GREGG BAUMANN
2014 911 Carrera
from Fairfax

STEVE BISHOP
2018 718 Cayman S
from Spotsylvania
transfer from First Settlers

SHAoyI CHE
2020 718 Spyder
from Washington

ROBERT COOPER
2004 911 40th
Anniversary Coupe
from Takoma Park

PAUL DAVIS
2014 Cayman
from Shepherdstown

CRAIG DONOVAN
2009 Cayman
from Alexandria

GREGORY DRAGOO
2007 Cayman
from Alexandria

TOM FLANAGAN
2018 718 Cayman
from Springfield

BRAD HAGESTAD
2006 911 Carrera
S Cabriolet
from Falls Church

STEPHEN HARVEY
2000 Boxster S
from Alexandria

DAVID HILAL
2017 911 Turbo S Coupe
from Oakton

BRIAN HODGES
2020 718 Cayman GT4
from Upper Marlboro

ROBERT HOLLOWAY
1995 911 Carrera Cabriolet

from McLean

JIM HURST
1996 911 Carrera Cabriolet
from North Potomac

JOSHUA JONES
2010 911 Carrera 4S Coupe
from Rockville

MIKE KELLY
2018 911 Carrera
from Reston

KERE KNAPP
2018 Macan S
from Chantilly

DAVID LEE
2006 911 Carrera S Coupe
from Fairfax

STEPHEN LU
2015 Cayman S
from Reston

REBECCA MCNEILLY
1959 356
from McLean

ADAM MUNGO
2014 911 Turbo S Cabriolet
from Chantilly

GLORIA OGBEMUDIA
2020 Macan
from Potomac

KARLOS ORTIZ
2015 Cayman S
from Brambleton

JORGE PORTO
2014 Cayman S
transfer from Los Angeles

ANDRE POWERS
1970 911T Coupe
from Temple Hills

SOHEIL RAZAVI
2020 911 Carrera S Cabriolet
from Burke

DEBRA TALLEY
2016 Macan Turbo
from McLean

KONSTANTINOS TSOURDINIS
2013 911 Carrera S
Cabriolet
from Ashburn

TY TURNER
2013 Panamera
from Laytonsville

DIMITRIS VOLAKIS
2017 Macan
from Washington

ADAM WELTZ
2009 911 Carrera S
from Alexandria

RICARDO YEPES
1987 911 Carrera
from Bethesda

PAUL ZELINKE
1995 911 Carrera
from Annapolis
transfer from
Hudson Champlain

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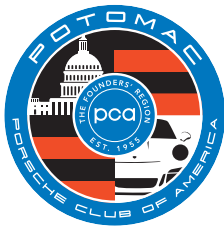
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2020

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30 YEARS

Philip & Jane Ackley
Jeffrey & Christa Davidson
Ted & Karen King
Jeffrey & Julie Shorey

25 YEARS

T & Malle Tagamets

21 YEARS

(Special Recognition
due to Database Error)
Michael & Dawn Smalley

20 YEARS

Dorene & Geoff Daniels
Martin Rendon & John Cianciosi

15 YEARS

Stephen & Beth Bounds
Skip & Karen Close
Timothy Maney

10 YEARS

Jerry Bailey & Martha Guill
Robert Clark & Ricardo Aguilar
Paul & Cheryl Davidson
Walter Ellison
David Harris & Dotty Andrews
Harris
Joseph & Judithe Howell
Martin Hudson & Cristina Mossi
Shaukat Karimi
Brian Krupien
Adrian & Denise Marsh
Thomas Merrill & Robin Lynn
Dillon-Merrill
Paul & Debbie Parkins
Daryl Savage

5 YEARS

Matt & Tricia Belman
Paul Breaux
Michael Cooper
Bryan & Heather Corsini
Jonathan & Ethan Equanimous Ebinger
Scott Hundley
Tom Lee & Michelle Lee
Nathan Offenbacher
Chris On
Lawson Sharp
Brad Slack
Stephen Sobieski
Paul & Sean Sullivan
David Wohlstadter
Jahan Zarrabi

DER VORGÄNGER

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 99L.
- 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 original digital files; do not resize or crop them before submission.

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FUEL FOR THOUGHT

BY TOM NEEL

The Cost of Speed

As the United States and the world gets the brand new 992 version of the 911 Turbo S, I ponder the significance of this new 640 horse powered beast for a market of limits. Each new Porsche model makes progressive steps over the last and today a base 992 itself is a rocket ship compared to the laws that limit us.

When I got my driver's license in 1971, I can recall the speed limit in Maryland being 70 mph. 80 was legal in parts of the country and wonderful Montana allowed for "driver discretion". Speed limits were the province of the States. By 1973, the year I graduated high school, the Federal Government created the National Maximum Speed Law (NMSL). In prohibiting speeds above 55mph anywhere in the country, you would think their mind was on safety, but this was not the case as this was a fuel conservation act meant to assist with the oil crisis of that same year. Those too young to remember could not imagine the long lines at every gas station all of which would completely run out of gas daily.

Now mind you, there was never a shortage of oil in the ground, just games being played with the market of oil itself. As it turns out, this was a failed program and in the late 80s the law was modified and raised to 65mph. On the safety front, one would think all of this would have saved lives, yet to some degree fatalities went up in places and down in others. Keep in mind that the evolution of vehicle safety was also happening at the same time. While it became a federal law in 1968 that all new cars must be fitted with seat belts, in 1973 few people used them. You may be surprised to know that the law for occupants having to use seat belts is a state, not a federal law. As I understand it, New Hampshire is the one hold out state that still doesn't require their use.

Past seat belts though, we have loads of safety built into modern cars. Some you easily know like bumpers and airbags, and others you don't so quickly think about like padded dashes, safety-glass, crumple-zones, ABS brakes, and brighter headlights. Even radial tires, tire compound technology, rack and pinion steering, and independent suspension aide in safety, and let's not forget the road's compounds, striping, street lighting and signage as well. For those too young to remember driving in the 70s, you can't begin to imagine how different things really are today.

But with all of these safety advances, speed limits have remained about where they were pre-73. Today the fastest posted legal speed limit in the United States is 85mph on Texas Highway 130. So let's put that speed into Porsche perspective. For sake of reference, the top speed of a '73 Carrera was

149mph. Today, the slowest new Porsche made is a base model Macan with a top speed of 141mph. At the other end of the spectrum we have the all-new 911 Turbo S "promoted" as having a top speed of 205mph! 205 just happens to be one football field per second. (300.667 feet per second to be exact).

So we have limits by law and then limits by Porsche. Limits which defy each other. Even doubling the national speed limit puts you at 165mph, which anyone who has traveled at that speed will tell you is far from just going fast. That is still traveling at 242 feet per second. So I ask myself, why 205mph? Let's keep in mind, the top speed of the base 911, at "just" \$99,200, is 182mph. So how much of the Turbo S' lofty base price of \$203,500, (which is essentially a \$1000 per mile per hour of top speed), buys you that extra 23mph and where exactly are you going to be able to use it?

I'm not one to like limitations, but isn't this a bit like paying a high price for all you can eat with the full knowledge that it is against the law to do so? For the heck of it I did a little searching on speed violations and ironically the fastest one I found was 205mph in a 65mph zone, which happened in 2004 on a motorcycle along U.S. Highway 61 in Minnesota. The rider was charged with reckless driving. It was laughable to read his defense that his motorcycle was only capable of a top speed of 145mph!

So let's travel to Deutschland and the legendary Autobahn. We all think of the Autobahn as having an unlimited speed limit. There is an advisory limit of 130kph or 81mph. Where allowed it is not "illegal" to go faster, but your legal liability increases, even without fault for doing so. German automakers have a gentleman's agreement to limit their cars to 250kph or 155mph. Hum, I guess Porsche didn't get the memo. Still I ponder the value we as buyers place on these essentially unusable statistics, and like 0-60 times, how effective and valuable they are in marketing a performance automobile. Did you know at no time lapping the legendary Nordschleife will the Turbo S come within 10mph of 200 and in fact the GT2RS-MR's record lap of 6:40, it only hit 192mph! It seems to prove the ultimate value of top speed is not in its actual use, as much as the cachet in saying one possesses it. DV



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