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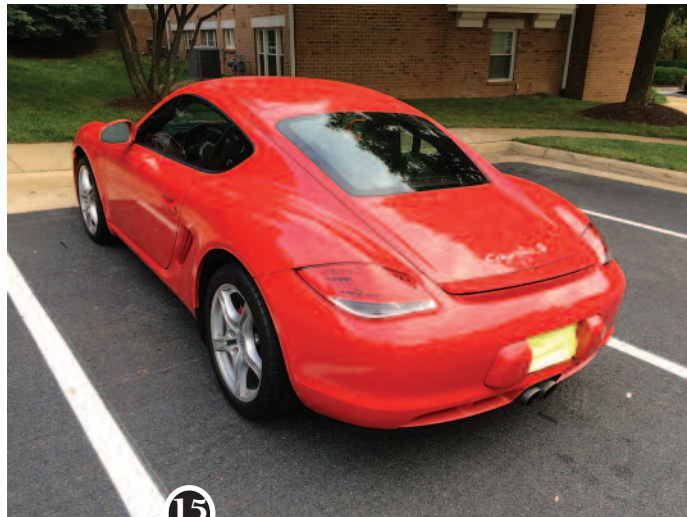
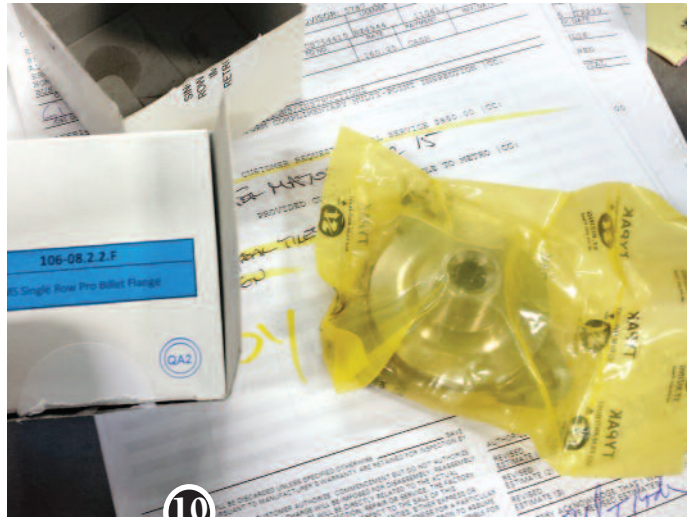
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Cover photo: A beautiful 911 Targa photographed by Charlene Truban.



der Vorgänger

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Close To Perfect

It's the rare thing in life that's perfect - this sentence for example. Most "things" either break or go missing - but surprisingly not both - you tend not to lose machine tools and your crucial meeting notes don't get broken. So most of us have come to accept that not everything works all the time and things you desperately need you occasionally can't find. You accept it, make do and get a new one at some point or try to hold it together with bailing wire.

Your spouse comments on the previously unheard whirring sound coming out of the basement so the next time you wander down there you might recall there was some noise or whatever. Your neighbor points out the missing shutter on the second floor which causes you to speculate on what might have torn it off the house and think about replacing it someday. The front walk needs a few new pavers but the postal carrier has only tripped a few times, so it can wait.

Except when what is broken or missing is even remotely connected to or forbid, a component of your Porsche.

I have a model of my car on my desk. If it's too close to the edge of the desk, I reposition it. Yesterday, the audio in my full size Boxster GTS went bad. No sound on AM, FM, XM, Bluetooth audio, Phone - nothing. I reset the PCM - nothing. I spent two hours on various blogs and other such - no help. It's still not working. It's going to the dealer Thursday morning but it's only Tuesday!

I am having a difficult time thinking about anything else. Maybe I'm unusual and those of you who read these columns know I take my car to a carwash but nevertheless, the one thing I ask is that my Porsche be working right. Tire pressures at factory specs, no rattles, no dings (parked two spaces from everything), no fingerprints, inside of windshield spotless - close to perfect. Is it too much to ask for a small piece of just right in a world replete with not quite right?

Most of you reading this know exactly what I am talking about. By the way, was there a slight noise from the left rear when you went over that last expansion joint coming off the exit ramp?



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It's Not Just About The Cars

While the dog days of summer give way to the more refreshing days of fall, Gail and I will celebrate this month the birth of our children (Chester turning 23 and Karen turning 24). They will always be babies in our eyes. What does this have to do with PCA? Well, all of the members we have met over the years through PCA feel like family. Gail and I have participated in events hosted by many other regions including: Gold Coast and Suncoast Regions at Sebring; Connecticut Valley Region at Lime Rock and at Monticello; Metro New York and Northern New Jersey Regions at New Jersey Motorsports Park; and Mid-Ohio Region at Mid-Ohio Motorsports Park. Of course, we have spent most of our track days with our beloved home region PCA Potomac, The Founders' Region, at Summit Point, at VIR and at Watkins Glen.

We have always been greeted with a warm welcome by every region. Our experience unequivocally reinforces PCA's motto, "It's not just about the cars; it's about the people." Whether at Club Race, Concourse, Drive and Dine, Driver's Education, Rally or Social, we have always enjoyed ourselves. We appreciate our cars and, more importantly, each other as like-minded Porsche enthusiasts. Here are a couple of anecdotes evidencing our fellowship and how small PCA and the surrounding community has proven to be even though PCA is the largest single marque automobile club in the world.



Howard Hill

First, at the Club Race hosted by PCA Potomac in 2013, USMC Lieutenant Colonel Kyle Watrous heard my voice from a distance. He found me and asked, "Hill?" I replied, "Who wants to know?" He said, "It's me, Watrous!" We embraced and have now rekindled our friendship from over 30 years ago. We last saw each other at The Basic School located in Quantico, VA. It turns out that PCA Potomac members Watrous and Mike Smalley became friends as a result of their mutual passion for Porsches. Kyle was at Club Race with his son, Doug, to enjoy the cars, fun and fellowship. It's not just about the cars.

Second, during this year's mid-summer Driver's Education event at Summit Point, PCA Potomac hosted a group of underprivileged children from an organization named Stafford Junction. PCA members Linda and Phil Hill founded Stafford Junction 25 years ago. Chip Taylor, as our Community Service chair, has been organizing the event since its inception four years ago, and it has come to be the children's favorite field trip. Each child was paired with a member of PCA Potomac. This year Len Derus, a new member, volunteered to mentor one of the children. While showing his child around the paddock, Len recognized long-time member John Moore. Len and John had worked together 20 years ago for the same company in Chicago. Stafford Junction and PCA reunited the two of them beyond their wildest expectations. The "six degrees of separation" never cease to amaze me. It's about the people.

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Photograph by Ken Hills - PCA Potomac Club Race 2015

Potomac's calendar

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

September

- 2-4 Virginia International Raceway DE, 6:30am – 5pm.
- 3 Potomac's first Saturday brunch, City Grille, Manassas, Va. 11am – 1pm.
- 4 Gathering of the Faithful concours, Fairfax Circle Shopping Center, 8:30am – 12pm.
- 10 Potomac's HPDE, Summit Point, 6:30am – 5pm.
- 10 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.
- 11 Annual picnic, Fort Hunt Park.
- 11 Open board meeting, 10am – 11am.
- 17 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 23-25 Potomac's Club Race, Summit Point.
- 23 928 Frenzy wash & shine, social, Odds and Ends Detailing, Sterling, VA, 4pm – 8pm.
- 24 928 Frenzy Tech and Fun run.
- 24 Club Race Dinner, Summit Point.
- 25 928 Frenzy morning breakfast.



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Potomac Monthly Brunches

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

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

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

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

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

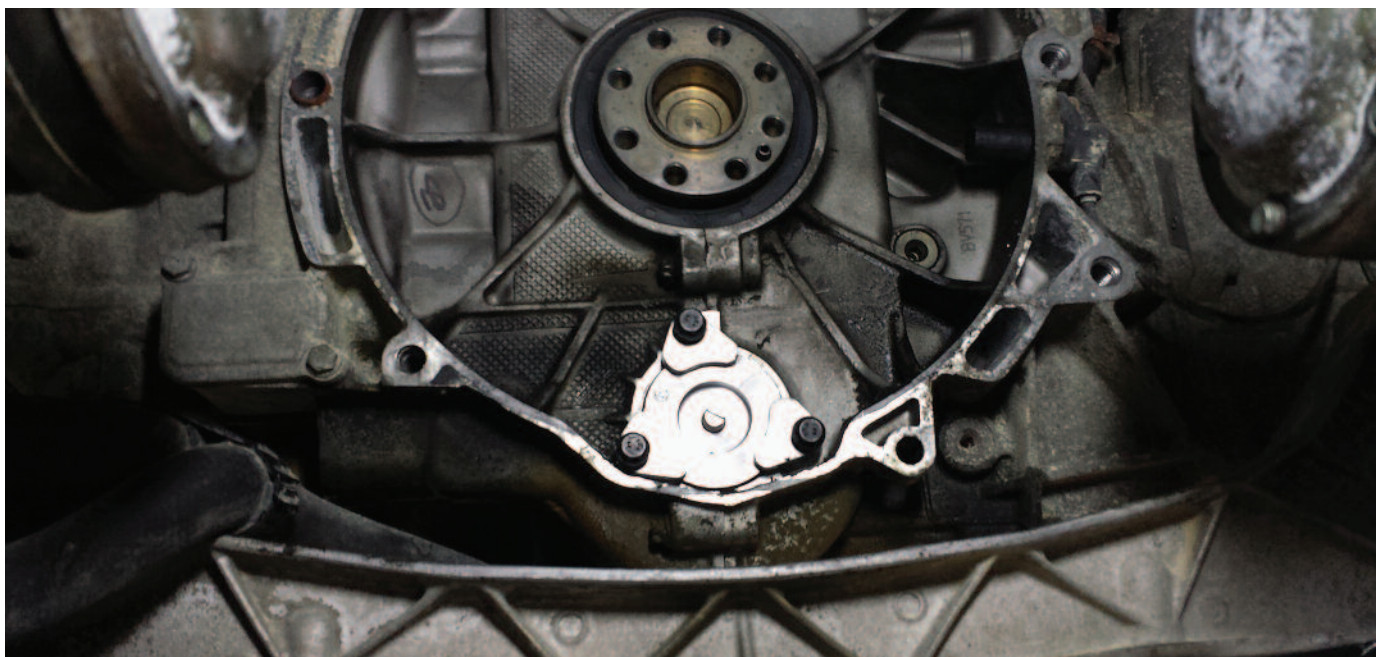
Sundays, 7:30 – 10am, "Church of the Holy Donut," Dunkin' Donuts, Route 29 & 198, Burtonsville, MD.

Great Falls, VA

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

Bethesda, MD

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



The Nightmare Continues

Story and
photos by
Roger Downey

The February 2011 edition of *der Vorgänger* had an article I wrote entitled “Don’t lose sleep worrying over IMS bearing problems”. It began: “...I recently heard that my 996 engine runs the risk of having to be replaced if a certain part fails...\$15,000... and the culprit is the intermediate shaft bearing (IMS).”

My article related the lemony history of my baby, a lapis blue with gray interior 2002 Carrera Four Cabriolet. (I still have the car and the IMS saga continues.)

I reported on the presentation at IMA Motorsports about IMS problems given by Charles Navarro of LN Engineering where he described their solution to the IMS bearing problem.

Now it’s fairly common knowledge to anyone who owns a 996 model Carrera or Boxter that the IMS bearing is a very real problem but it wasn’t so much so in 2011. It was an issue Porsche did not at first want to deal with. Thankfully that position has changed. Porsche eventually agreed to some arrangement with their dealerships where they could either opt in or out of a deal with LN Engineering.

Porsche now even makes available OEM kits for replacing the original IMS Bearings. As a result many dealerships have the tools needed and offer the OEM service to replace the original OEM IMS bearing to their clients.

But what about those folks out there, like me, with

the first generation LN Engineering IMS replacement bearing? And particularly folks like me who didn’t get the memo (if there was one) that the bearing would have to be serviced.

Now, mind you, I have also had a running battle with my main seals being replaced. I’m on my third (wait, now it’s the fourth one) since I purchased the car in 2007. When I see oil leaking...it’s reasonable to assume that’s the problem.

A few weeks ago I was planning to drive the C4 out to visit family in Wisconsin and Iowa. I’d been noticing an increasingly large oil spot on my driveway. The folks at Porsche of Arlington (who have serviced my car since I got it) generously agreed to give the car a quick lift ticket to see what might be the issue.

It was likely the new, updated rear seal installed in October 2015 was probably the source of the leak but tightening four bolts would hold me through the trip. On my return we’d look at a more suitable fix.

I drove to Wisconsin. The leak worsened...badly... I was leaving puddles everywhere. Zimbrick Porsche in Madison, Wisconsin agreed to take a look but realized they would have to remove the transmission to fully examine the problem and then, using the “go-no-go” tool (that every Porsche mechanic worth their elbow grease was familiar with they said) would determine whether or not I needed a new engine!!!!



(For 'further information' about the go-no-go tool, either go on-line or ask your favorite mechanic. You will then understand the parenthesis and why further discussion about this tool would require writing an additional column.)

I called Ron Zegada my long-time (and long-suffering) service rep at Porsche of Arlington and described the situation: he cried "Get out of there! Now! Get back here!"

Back home at PofA, Jeff Lyons, my go-to mechanic went to work. Out came the transmission. Main seal was fine. The leak was coming from the IMS bearing... BUT ... there was nothing they could do."

The problem...Porsche of Arlington's corporate decision had been to opt OUT of the deal with LN Engineering. Even if they could do the job they couldn't do the job: they didn't have the specialized LN Engineering tools (\$939.00 worth). I would have to take the car back to IMA Motorsports where the LN IMS bearing was installed. That meant put the tranny back in, charge me for the labor and then go through the whole (expensive) process again at IMA.

But there was still the problem of how to get the car running again to move it somewhere else. A few parts would be needed and PofA agreed they would put them in....so long as I could get the parts.

I contacted John Kulchawik at LN Engineering and EUREKA...and the reason this article is being written: the original replacement bearing from LN had a life span of 4 years and/or 50,000 miles and then the bearing would have to be serviced.

I couldn't figure out what John meant. Me - "how

the heck do you service a sealed bearing?" John - "You don't service it...you replace it...not only that", he told me, "the original replacement bearing has been replaced by an updated version."

As I wrote above, either I didn't get the original memo about "servicing" or it wasn't put out somewhere I would have seen it. Considering I spent a lot of time trying to get to the bottom of the whole IMS issue I am astounded at not having known this previously. If I missed it, you other folks with the LN IMS might have missed it too..thus, this article.

John told me to go to the LN Engineering website and look at the "Single-row Pro IMS Retrofit Kit." It is now a double-row kit to replace the single-row LN Engineering kit that was designed to replace the original OEM single-row IMS bearing. Try saying that over and over...she sells sea shells, etc.

Of course, my proper fix of the fix might be different from the fix for your 996.

If my writing is beginning to show a certain pattern of repetition or yammering, it's because this continuing assault of one problem after another with this car of mine has simply left me going gaga.

Anyway, this new information was relayed to PofA. I begged them to reconsider their "can't do" position. "I'll pay for the tools, I'll pay for the parts, please, please help me! I'll give you the tools so you can help other poor 996 owners facing the same IMS LN Engineering replacement of the replacement."

In the end, they agreed to help me out. I ordered the part and the tools and gave the tools. If your LN Engineering replacement bearing is at or beyond the 4

year/50K mark, you'd be well advised to replace it with the new LN Pro kit. There are likely other places that will be equipped to do this work, but now you at least know you can get it done at Porsche of Arlington.

The only other rather annoying thing that has to be done if you want to register the LN Engineering product for its warranty with LN, you must fill out a card and **ALONG WITH THE BEARING THAT WAS REMOVED** ship them both back to LN.

At least NOW I feel quite certain I can get some much needed sleep and stop worrying about my IMS bearing: the new unit is good for 6 years and 75,000 miles.

P.S. Now, you might think that's the end of the story. Wrong. When Jeff was torquing the last bolt on the IMS bearing, it wouldn't take. The bolt was stripped and **THAT** was what was causing the leak. The IMS bearing was fine. I would not have had to have gone through ANY of this had the initial installation (likely) not fouled the bolt.

But, in the end, I wouldn't have learned what I know now - and now that I do know, I would choose to do the replacement or "service" as LN Engineering so quaintly phrases it.

You other 996ers may likely feel the same way. After all, it IS a Porsche!



What can be done to prevent an IMS failure?

Change the oil more often (every 5,000 miles or six months). Use higher viscosity oil (he recommends 5w40 synthetic). Navarro likes to see revs kept above 2,500 rpm—for the IMS bearing, higher rpms provide better protection than lower rpms. Just make sure the engine's warmed up first.

What can be done to check for a failing bearing? Check the oil filter for any debris whatsoever. If there are any very small pieces of plastic (bearing seal) and/or any magnetic debris that may also be shiny or appear to sparkle, that's a good sign that the bearing is going bad. Oil leaks at the rear of the engine should be checked out; it is common to think you have a RMS leak, but in fact, a failing bearing will allow the IMS flange seal to leak.

Can I replace my IMS bearing?

The answer depends on your skill level. Navarro says there are three options:

1. With the engine remaining in the car, retrofitting a single-row IMS bearing that fits Model Year (MY) 2002-05 M96 engines including some MY2000-2001.

2. With the engine remaining in the car, retrofitting a dual-row IMS bearing for MY1997-99 M96 engines including some MY2000-01.

3. The engine will have to be removed and disassembled for this option, an IMS upgrade. The compete intermediate shaft will have to be sent to LN Engineering to be reconditioned and upgraded with a triple-row IMS bearing. A separate upgrade service is available for the updated M97 engine as well.

How do I know which IMS my engine has and what can I do?

The only sure fire method of identifying which IMS your engine has requires you look at the hub flange itself. If you call LN Engineering, they should be able to help you. A deep flange will be a single-row bearing whereas a shallow flange will be a dual-row bearing.

All MY1997-99 vehicles with their original engines will require a dual-row retrofit kit. MY2000-01 vehi-

cles may need either a dual-row or single-row retrofit kit, so you'll need to inspect the flange, as described below to be sure which kit will be needed. MY2002-05 will need a single-row retrofit kit, although depending on how late the build date was, there may be some MY2005 vehicles with the updated M97 IMS, which is not serviceable, at least without teardown of the engine.

A deep flange will be a single-row bearing whereas a shallow flange will be a dual-row bearing

Everything Navarro presented at the meeting can be found on his website:

<http://www.lnengineering.com/ims.html>

There is also an informative video on YouTube of the removal and replacement of the IMS Bearing here:

<http://www.youtube.com/watch?v=9lm2N-HlA1k&feature=related>

• • •

Asking about fuel additives, I learned that if I planned to store my Porsche (or any other vehicles) for any period of time it was best to have the gas tank at half full and to put Stabil in it. Then, LET IT SIT. I'd been all set to go out and run the machines (with full tanks) out in the garage for 15 minutes every couple of weeks to keep them ready to go for spring. Found out it was the worst thing I could do. Moisture buildup, oil and fuel breakdown, rust forming! No short trips to the grocery store either: if you are going to run it, take it out and run it.

Navarro was adamant about using only Porsche-approved oil. He discussed a number of brands but recommended Motul 8100 X-cess 5W40 for most Porsches. Navarro also recommended NAPA Gold filters but his repeated exhortation was to "change the oil every 6 months or 5,000 miles. Use a higher viscosity motor oil, by no means use any oil thinner than 0W40, and only use top-tier fuels."

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My Porsche Journey

or How To Afford A Porsche Habit On A Government Salary

Having met a number of Porsche enthusiasts over the years, I have come to realize that no two enthusiasts become immersed in Porsche culture the same way. My addiction began in 1983, in college, after inheriting a 1979 Chrysler Newport, and immediately searching for a car that would be more amenable to my style and age range perhaps. The Porsche seed was planted while driving by a used car lot in Hamilton, Va, where I saw a black late model 911 with the price "\$1050" written on the windshield. A subsequent call to the car lot revealed this was a "typo" and the real price was \$10,500. So, the "typo" is how my Porsche experience all began....

This incident made me realize that I needed to do my research to better understand the value of Porsches. So, with the Porsche seed planted, I embarked on a "pre-internet" study and ended up with a 1980 924 Turbo, Guards Red in color. The 924 Turbo was a great "starter Porsche" and a 4 cylinder turbo only whetted my appetite for more. In 1985, I saw a newspaper advertisement for a 1976 930, for only

\$18,000. The car was in London and had its engine upgraded by Kremer Racing in Germany. I had to pay for the car sight unseen, based on an inspection report and several photos. The car was imported by a shop in Orange, VA, and with its enhanced engine, especially the turbocharger, the car was all that I could have hoped for. I was able to afford the car due to the very favorable exchange rate between the US Dollar and British Pound at the time. This was also part of a trend of leveraging what limited finances I did have to find unique deals on Porsches, with some opportunities being riskier than others.

During a visit to a Porsche repair shop in Charlottesville, Va, a crusty, experienced mechanic offered his unsolicited opinion that this car could easily "do me in" if I didn't learn to handle its power. This led me to enroll in a 3-day Skip Barber Racing School session, featuring Formula Fords, at the Summit Point Raceway, which was then on Skip Barber's rotating schedule. The lessons from that school have stayed with me ever since.

*Story and
photos by John
Sheil*



A quick detour into a Toyota MR-2 was next, only to last for a few months and then to be replaced by a 1986 944 Turbo; the Porsche addiction was too strong. I got a great deal on the 944 Turbo as it had slight hood damage from being struck by a falling tree branch, but the engine was in good shape. Even more strange, and another reason for the discounted price, was that this car's engine had caught fire briefly (fuel line) shortly after arriving in the US from Germany and before being sold. Porsche "disowned" the car, subsequently removing the Vehicle Identification Number (VIN) and negating any warranty, and then selling the car to a local purchaser. This 944 Turbo

The 930 was clearly the best car I ever had and possibly ever will have, and it was with sadness that I eventually sold it after having to replace the Kremer Racing turbocharger with a stock version. The lower performance stick turbo was quite noticeable, and took away some of the thrill. Plus, the car needed other major maintenance updates that I could not easily afford. After the 930 sale and only several months of missing that Porsche feeling, I purchased a high-mileage 944 in the mid-late 1980's. But, as one might imagine, virtually no car could replace a Kremer Racing enhanced 930, and especially not a normally aspirated 944. The high mileage balanced into a low purchase price, but this calculated risk backfired as I had to replace the alternator, water pump, clutch, and then had the transmission synchros diagnosed as needing replacement.

Looking back, that 944 seemed to sense my disappointment, and I offer as evidence two separate incidents. First, driving south on the George Washington Parkway one rainy Sunday, during the period when the GW Parkway was notoriously bumpy and poorly maintained, a series of potholes (no mention of driver error...) led to the 944 breaking loose and, turning into the curve, I suddenly found myself going about 45 mph backwards through the grassy median, towards traffic coming from the opposite direction. The car stopped in time, and I came out unharmed, but several months later, the car wound up hitting another car that had run a red light, and the 944 ended up with a bent frame, leading it to be declared "totaled". Fortunately there were no injuries. I have to admit to not being terribly upset with this diagnosis of "totaled", especially as the 944's sudden demise came before I had to pay to replace the synchros.

deal was perhaps the oddest Porsche purchase of them all. The lack of a Porsche-issued VIN left the original purchaser having to obtain a VIN from the State of Georgia and this state-issued VIN left me with great difficulties registering the car in Virginia, although it all worked out in the end. I wound up moving abroad for work a year or two later and decided to sell the 944 Turbo, ironically to someone who was relocating



to Georgia (and who presumably would have a much easier time registering the car there).

Upon returning to the US years later and a bit older, I decided that a Porsche Cayenne S would be the more mature Porsche for someone who had “matured” age-wise as well. I bought a two year old Porsche pre-approved model, with a Porsche warranty, and that warranty turned the purchase into a good risk, as the ignition coils went out, and a few other engine issues occurred, but the warranty covered everything. However, even after a couple of years, I never had a good feeling from combining the name “Porsche” with “SUV” and felt more like I was driving the latter than the former while in the Cayenne S.

So, I traded in the Cayenne S and leased a new 2010 Porsche Cayman S. Going from an SUV into a two-seater Porsche was quite a change, but I finally had the Porsche feeling that I had been seeking. By leasing, I was able to keep the overall upfront costs down, helping with the affordability aspect, despite this being my first ever new Porsche. The Cayman S came closest to replicating the thrill of the 1976 930 I had years earlier, even without a turbocharged engine. Upon the lease expiring in 2013, I purchased the Cayman S, kept it one more year through the life of the factory warranty, and then sold it at a very solid price, given its relatively low mileage and excellent condition. Shortly after leasing the Cayman S in 2010, I realized I needed a “winter car” and bought a 2001 Jeep Grand Cherokee to use in the snow and ice. I drove the Cayman S frequently in the winter, however,



adopting the mindset that it was a leased (rental) car and thus I had less invested in it from a pride standpoint than if I had owned it outright.

During the last year that I had the Cayman S, I attended the annual Porsche Tech Tactics event in Easton, PA, where the Porsche Macan S and Macan Turbo were rolled out. I thought it was a great looking car/SUV that appeared to be much more of a combination of the Porsche experience with an SUV, than I had felt with the Cayenne S. But, looking at the cost and the long waiting list for either Macan, I never seriously saw one in my future. However, as I approached the time to sell the Cayman S and began looking for my next car, I came across a basic 2015 Macan S that had never been titled, but had 4000 miles on it. It was a Porsche Show Car that Porsche Cars North America had used for its own familiarization purposes and then it was obtained by Porsche of Silver Spring, MD to sell. Because the car had no options of note and already had 4000 miles on it, it was not an easy sell for the dealer and was slightly discounted. For me, this was exactly the type of deal that had kept me in Porsches over the years, with this one being the seventh, and I agreed to lease this car. I still have the Macan S today, with one more year to go on the lease.

The sportiness and SUV functions rolled into one vehicle allowed me to get rid of the Jeep Grand Cherokee and drive this car year round, providing a full, rich experience of sportiness, power (dual turbos), and interior space. I have been quite content with the Macan S as my sole car, although I must admit that attending the Formula One race in Montreal in June, and watching the Porsche Cup series race events there, got me thinking about having a pure Porsche sports car once again...

Above: The new Macan S.

Left: The Cayman S came closest to replicating the thrill of the 1976 930 I had years earlier.

Porsches Tradin' Paint at Lime Rock Park



Story and
photos Hank
Allen

Ultimately this is the story of a trip to observe the International Motor Sports Association (IMSA) Northeast Grand Prix at Lime Rock Park, Connecticut. The trip includes: a visit to the Porscheplatz, the paddock and team garages; presentations by Owen Hayes, Nick Tandy and Earl Bamber; Porsche Parade laps; observing several pit stops from the box and; of course, practice, qualifying and races in both the Continental Tire SportsCar Challenge (CTSC) and the IMSA WeatherTech SportsCar Championship (IWTC).

First a little background as to how Debbie and I became Porsche fanatics. In 1959 I was an Army brat living in Europe when I developed my love for Porsche sports and race cars. This lasted until now with a brief dalliance during my teens as a fan of Shelby Cobras and Ford GT40. I had told my father that someday I would own a Porsche. This was delayed somewhat by professional and parental obligations, however fifty years later we finally got our 911.

Since then we have enjoyed being members of the Potomac Region Porsche Club of America (PCA) and participating in several events each year. We have also taken courses at the Porsche Sports Driving School in

“Our 911 RSR was perfectly setup for this demanding racetrack. The accident happened when I tried to overtake the BMW in front of me. I was already beside him on the inside when he also pulled to the inside and left me no room. We touched and I hit the tire wall quite hard.” –Earl Bamber

Birmingham and the Experience Center in Atlanta. After the Masters Course I was tempted to start doing Driver Education and possibly Club Racing. Thus far I have not been able to make the commitment to put our 911 on the track. For Debbie it was out of the question to put her 2012 Cayman S in harm's way!

This brings me to our goal of visiting as many iconic endurance race tracks as possible. In June 2015 we attend the Le Mans 24 Hours and saw Porsche's

17th Overall Victory. This was followed by Porsche GTLM victories at the Oak Tree Grand Prix at Virginia International Raceway and Petit Le Mans at Road Atlanta. Although we knew that it would be difficult for Porsche GT cars to match the results of 2015, we enjoyed the Daytona 24 Hours in January and the Sebring 12 Hours in March 2016.

As you can see there are some gaps that remain to be filled. They will have to wait until next year. That brings us to the IMSA WeatherTech Northeast Grand Prix at Lime Rock Park on 22-23 July 2016.

The Road to Lime Rock

We traveled from Alexandria to Poughkeepsie, New York on Thursday. Friday morning we took the back roads (44 and 343) through Amenia and Sharon to arrive at Lime Rock via White Hollow Road. This was an excellent way to avoid traffic. We proceeded through the entrance and entered the Porscheplatz. After parking our Cayman with the others, we checked in, received our bracelets and oriented ourselves to the track and the revised schedule. As always there were some fabulous cars in the various corrals. At the Porscheplatz there were several GT3s, a 991 GT3 RS, GT4, a magnificent Carrera 2.7 RS and 356s. The Porsche Corral was organized by the PCA Connecticut Valley Region and the PCA Porscheplatz team led by our former president Tuffy von Briesen. The volunteers did a superb job facilitating everything from parking to keeping everyone well hydrated in the 100 degree heat. They were well supported by personnel from Porsche Cars North America (PCNA).

The Track

Here are a few words about the track in case you are not familiar with Lime Rock Park. The race track, nestled in the rolling hills of western Connecticut, between Lakeville and Sharon, is currently owned by former racer Skip Barber. The original 1.53-mile track was built in 1956 and held its first race for sports cars in April 1957. In 1959, Charles Callanan and Roger Penske won the "Little Le Mans" race there in a Fiat Abarth. Because there continues to be an injunction against racing on Sunday, the races are both held on Saturday. Many well known drivers have raced at the track including Stirling Moss, Dan Gurney, Mark Donohue, Sam Posey, Mario Andretti, and of course Paul Newman, who had his own team along with Bob Sharp. In recent years the Rolex SportsCar Championship and the American Le Mans Series (ALMS) have held races at the Park. Today the best sports car and endurance drivers and teams in the world continue to come to Lime Rock to participate in the IMSA WeatherTech SportsCar Championship (IWSC) that uses a configuration which includes the chicane at Turn 5 prior to the Uphill.

The track was repaved in 2008 and two new corner complexes were added. After the 2008 reconstruction,

Lime Rock's operations staff measured all four possible configurations and determined each was 1.5 miles long. The "classic" configuration has 7 turns, while the three optional layouts have 8, 9 and 10 turns. The track is small but very fast. And although it runs in a clockwise direction, it resembles a NASCAR track in that it has seven right turns and only one true left turn. This makes passing quite restricted and causes a fair amount of tradin' paint!



Porscheplatz, Practice and Qualifying

The Porscheplatz was supported by the PCA under the auspices of Porscheplatz Coordinator Tuffy von Briesen with Frank Sena and his PCA Connecticut Valley Region volunteers. Several raffle drawings were held to award "hot laps", "Hot Pit Tours", 919 Commemorative Books and goodie bags. The corral was located at the edge of Turn 6. This provided easy access to observe Turns 5, 6 and 7. Friday morning consisted of practice for Continental Grand Sport (GS) and Street Tuner (ST) followed by WeatherTech Prototype Challenge (PC), Grand Touring Le Mans (GTLM) and GT Daytona (GTD). We eventually walked around the entire track. Something that is not easily possible at Le Mans or the Nordschleife. After lunch in the paddock area we joined some of our PCA colleagues for the tour of the Michelin Tire Preparation area. This provided a hands-on view of the various tires and team requirements based on their front, mid or rear engine cars. Considering the dry but humid 100 degree weather Michelin was focused on providing slicks that would hold up under the 125-130 degree track temperature.

The late afternoon was allocated to qualifying for each of the six classes that would race the next day. As in previous races this year, the Cayman GT4 Club Sport did well, with Danny Burkett taking the pole in his CJ Wilson #33. This was not the case for the

*Above:
Porscheplatz
Tent and Display.*



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GTLM Porsche 911 RSR, who were seventh and ninth in qualifying. This was also the case for the two best GTD Porsche 911 GT3 R who were sixth and eighth. This did not bode well for the IWTC race on Saturday.

Saturday Porsche Parade Lap, Paddock and Driver Visits

Although it does not rise to the level of Club Racing or Driver Education, a few laps at a track prior to the race provide excellent insights as to what the drivers will face. As you observe the ups, downs, camber, chicanes and curbs while driving the track it brings it to life in a way unavailable from the side of the track, never mind while watching the race on television. Because of its size (1.5 mile), only the first fifty cars would be allowed on the parade lap. To arrive on time at the track, we left the hotel at 6 AM. We arrived at the gate at 7 AM, put our car number ten in the line, signed the liability waiver and received the drivers briefing from the IMSA official, Diezel Lodder. The PCA provided coffee, donuts and an opportunity to chat with Team Ted Giovanis Motorsport (TGM) #64 veteran driver David Murry. At 7:45 AM we started our cars and were guided onto the track. The first lap was relatively slow. That allowed us to learn the course, hit our turn-in points, apexes and exit points. The second lap became more interesting. We were able to get up to a good speed. On our third lap we really enjoyed Lime Rock's six right turns and one left turn!



Above: View of Big bend and Left Hander.

Left: Our Cayman S Lime Rock Porsche Parade.

Porsche Motorsport North America (PMNA). Owen mentioned the imminent move to their new location collocated with the Porsche Experience Center Los Angeles in Carson, CA. CORE Autosport is currently the official partner of Porsche North America factory racing team in the IWSC. It prepares the # 911 and # 912 in its Rock Hill, S.C. garage. It handles race strategy, pit stops, maintains inventory of equipment and parts and transports cars, crew and equipment to race events. Owen Hayes was asked about the possibility of Le Mans Prototypes 1 (LMP 1) racing in the United States and in particular at Lime Rock. He indicated that the Porsche 919 LMP 1s participate in the World Endurance Championship (WEC) and that due to the global nature of the championship they would only participate in one race in the U.S. at the Circuit of the Americas. The cost and scope of the LMP program make it impossible to have multiple races in one country. The speed and sophistication of the 919 Hybrids make them ill suited for the size of the Lime Rock track. Several questions were posed about the next generation 911 RSR GTE/GTLM. It is no secret that there is little left to be gained from the current normally aspirated 4.0 liter flat six engine. The 911 has qualified at the bottom of the table for several races this year and has "lacked pace" during the races. As you may have read the speculation is that the new 2017 RSR will be twin-turbocharged to match its Ferrari and Ford competition. As you can imagine, when asked about that, Owen was noncommittal. When asked if it would be mid-engined, he said that "anything is possible". Moving a twin-turbo engine forward in the frame, similar to the 1996 911 GT1 would aid in handling. It would also allow for full use of the regulations governing rear diffusers which is limited by the 911 rear engine configuration.

At 10:00 the CTSC race started with CJ Wilson Racing Caymans in good position. During the race IMSA



Director of Operations for Porsche Motorsport North America

The early morning allowed for one more practice for the IWTC competitors. We were then treated to a Q&A with Owen Hayes, Director of Operations for



Above: Earl Bamber and Nick Tandy talk to fans at Porscheplatz.

and PCA facilitated visits to the paddock for a behind the scenes look at the activity. One visit was to the Park Place Team Garage. We were met by Patrick Lindsey, the Team Principal and Driver of the #73 Porsche 911 GT3 R that raced in the GTD class. He provided insights into the requirements of this track and the setup requirements for this fast “near oval” race track. We visited the transporter and observed the mechanics rapidly adjusting the car under difficult conditions after the final practice.

Continental Tire SportsCar Challenge

Danny Burkett took the lead in the #33 Cayman GT4 CS after Scott Maxwell led the opening seven laps in his #15 Shelby Mustang GT 350R-C. Burkett led for 52 laps before his pit stop, and co-driver Marc Miller led three laps before his final stop, but the team exited the pits trailing the Shelby. Multimatic Motorsports took advantage of very fast pit stops to score their second consecutive victory at Lime Rock increasing their lead in the GS class with their third win. It appears the Wilson team will work to improve their ability to re-fuel their Cayman more rapidly. Quicker pit stops seem to be the only thing that is keeping them from the top step of the podium.

Trent Hindman and Cameron Cassels took third place in the #12 Bodymotion Racing Porsche Cayman GT4 Clubsport. Burkett and Miller remain close in the title chase 13 points (180-193) behind Maxwell and Billy Johnson. After the race Porsche Club Sport drivers: Daniel Burkett and Mark Miller (CJ Wilson Racing #33); Tyler McQuarrie (CJ Wilson Racing #35) and;

team owner and driver Ted Giovanis and David Murray (TGM #64) came by the Porscheplatz to share their impressions of the race. They were overall satisfied with the podium results yet determined to resolve the pit stop issue that may have cost them the victory.

Autograph Session, Grid Walk and Factory Drivers Visit

One of the beauties of IMSA is the access that is provided to the drivers, garages and pit lane before during and after the races. Autograph sessions allow fans to spend a few minutes talking to the drivers. This continues during the open pit row and grid. After observing the cars, drivers and pit crews it was time to return to the Porscheplatz for a session with two Porsche factory drivers: Earl Bamber (NZ) 911 RSR #912 and; Nick Tandy (UK) 911 RSR #911. The two were teamed in June 2015 at Le Mans with Nicolas "Nico" Hülkenberg in the winning 919 LMP 1. This year Porsche only ran two cars at Le Mans and Nico was driving in Formula 1. Although they were disappointed, continuing to drive a 911 RSR is not a bad compensation.

In a bit of a change to other sessions the drivers decided to ask each other questions. Bamber, “So, Nick, what is your favorite track? Lime Rock of course, and the Nordschleif!” Tandy, “How will the race go Earl? There will be lots of bumping and pushing with so many cars on this small track.” Earl was truly prescient in his analysis. After doing their best imitation of a “Flight of the Concordors” skit complete with a New Zealand accent, they took questions from the audience: Have you driven the next generation RSR? Nick Tandy, “We will do testing at Circuit Paul Ricard in August.” So, where is the engine? “We do not know. We will soon find out” and so will we. The drivers were asked about Balance of Performance (BOP) and its impact on the current 911 RSR. Nick provided a diplomatic answer stating that “BOP is essential to competition because we cannot just race against each other. Other manufacturers must be present.” Patrick Pilet (FR) #911 and Fred Makowiecki (FR) #912 would take the first stint in the race.

IMSA Weathertech Northeast Grand Prix 2016

GTLM

All five competing GTLM teams ran inside the top three positions at one point or another in the two-hour and 40-minute race. In the end it was a fight between Corvette, Ferrari and Ford. During half the race, the # 25 BMW M6 of Dirk Werner and Bill Auberlen and the #912 Porsche 911 RSR of Earl Bamber and Frederic Makowiecki were among the top contenders. Werner took the lead from Ford GT pole sitter Richard Westbrook on the second lap and led throughout the first hour. Makowiecki drove hard from ninth in class at the start all the way to third by the one-hour mark. The #911 Porsche 911 RSR had a problem with its

fuel supply coasting to a stop after 27 laps. Patrick Pilet was able to get the car back to the pits but they lost several laps that he and Nick Tandy never made up. They finished the race in sixth place in GTLM. The #100 BMW M6 of Lucas Lurh and John Edwards was victim of a shunt and retired early in the race. Bamber took over the #912 at mid race. Unfortunately, he and Werner were victims of a heavy crash coming downhill into Turn 7. Earl hit the apex curb hard and was launched into the side of the BMW. Both cars ended up in the outside wall. The #62 Risi Competizione Ferrari 488 GTE of Giancarlo Fisichella led the way with an hour remaining ahead of Gavin in the #4 Corvette and Briscoe in the #67 Ford. The Ferrari ran off course at the end of Sam Posey Straight exiting Big Bend. This allowed Gavin to take the lead. Fisichella ran wide four laps later in Turn 2 allowing the Ford and Antonio Garcia #3 Corvette to take second and third. Garcia then took second away from Briscoe finishing less than a second behind his teammate. Tommy Milner and Oliver Gavin gave Corvette Racing its 100th sports car racing victory and led the team's 60th 1-2 sweep. The factory Porsches fought hard but they were unable to match the acceleration and main straight speed of the Corvettes, Fords, Ferraris and even BMWs.

GTLM Results

#	Pos	Drivers	Team	Car
#4	1 st	Oliver Gavin, Tommy Milner		
Corvette Racing			Corvette C7.R	
#3	2 nd	Jan Magnussen, Antonio Garcia		
Corvette Racing			Corvette C7.R	
#67	3 rd	Richard Westbrook, Ryan Briscoe		
Ford Chip Ganassi Racing			Ford GT	
#62	4 th	Toni Vilander, Giancarlo Fisichella		
Risi Competizione			Ferrari 488	
#66	5 th	Dirk Muller, Joey Hand	Ford	
Chip Ganassi Racing			Ford GT	
#911	6 th	Nick Tandy, Patrick Pilet	Porsche	
North America			Porsche	
#25	7 th	Bill Auberlen, Dirk Werner	BMW	
Team RLL			BMW - DNF	
#912	8 th	Earl Bamber, Frederick Makowiecki		
Porsche North America			Porsche - DNF	
#100	9 th	Lucas Luhr, John Edwards	BMW	
Team RLL			BMW - DNF	

GTD

It was a great day for Porsche's sister manufacturer Audi! The #44 Magnus Racing Audi driven by Andy Lally passed Jeroen Bleekemolen's Audi with twenty minutes remaining and went on to score his second GTD victory of the season in Audi R8 LMS GT3 started by John Potter. Lally was seventh with one hour to go. He charged through the field with the top seven cars separated by only two seconds. Stevenson Auto Group #6 Audi LMS GT3 driven by Robin Liddell and Andrew Davis took second place. Third place went to Bleekemolen and Ben Keating in the # 33

Riley Motorsports Gas Monkey Dodge Viper GT3-R. This race was forgettable for Porsche customer teams. The best Porsche 911 GT3 R was the #22 Alex Job Racing car driven by Cooper MacNeil and Leh Keen in ninth place in GTD.

GTD Results

#	Pos	Drivers	Team	Car
44	1	Andy Lally, John Potter		Magnus Racing Audi R8 LMS GT3
6	2	Andrew Davis, Robin Liddell		Stevenson Motorsports Audi R8 LMS GT3
33	3	Jeroen Bleekemolen, Ben Keating		Riley Motorsports Dodge Viper GT3 R
48	4	Bryan Sellers, Madison Snow		Paul Miller Racing Lamborghini Huracan GT3
9	5	Lawson Aschenbach, Matt Bell		Stevenson Motorsports Audi R8 LMS GT3
96	6	Bret Curtis, Jens Klingmann		Turner Motorsport BMW M6
97	7	Michael Marsal, Markus Paltalla		Turner Motorsport BMW M6
16	8	Spencer Pumpelly, Corey Lewis		Change Racing Lamborghini Huracan GT3
22	9	Cooper MacNeil, Leh Keen	Alex Job Racing	Porsche 911 GT3 R
73	10	Jorg Bergmeister, Patrick Lindsey		Park Place Motorsports Porsche 911 GT3 R
63	11	Christina Nielsen, Alessandro		Balzan Scuderia Corsa Ferrari 488 GT3
540	12	Andy Pilgrim, Timothy Pappas		Black Swan Racing Porsche 911 GT3 R
27	13	Cedric Sbirrazzuoli, Lawrence De-George	Dream Racing	Lamborghini Huracan GT3
23	14	Mario Farnbacher, Alex Riberas	Team Seattle / Alex Job Racing	Porsche 911 GT3 R

For us the weekend at Lime Rock was memorable for its exciting races, great hospitality and superb weather. For Porsche it was on to the next race.

Frédéric Makowiecki was rather optimistic: "Such things happen on this short, tight circuit quicker than anywhere else. With 30 almost equally fast cars you normally can't overtake. Those who try take a higher risk. Until the accident we were looking good for a top result, but unfortunately we couldn't finish the race. It's a pity because we were on the right track."

The next race will be on the Road America race-track at Elkhart Lake, Wisconsin. They will keep fighting this season as they wait for the next generation 911 RSR. We will miss that race but will drive to Austin to attend the WEC and IWSC races at the Circuit of the Americas in September 2016.

Virginia Highlands Tour

Drive and Dine overnight trip to Warm Springs, VA

Story and photos by Rob Flax

Right: The Inn at Gristmill Square.

Below: A row of Porsches on their way to the inn.

Imagine it's a beautiful sunny day, you're driving your Porsche convertible with the top down, wind in your hair, the radio is blasting your favorite tunes on wonderfully twisty Allegheny mountain roads, where you can see for miles as you look off into the distance. Glancing into your side view mirror as you turn slightly to the left, you can see the line of Porsche's following in a neat row behind. No traffic lights, no speed cameras (not that we were speeding), no neighborhood speed humps, just open road.



On Friday, about fifteen cars with drivers assembled in Haymarket, VA for the ride to our destination, The Inn at Gristmill Square. Our leader for the trip was Alex Lunsford, who happened to be driving his Chevy Corvette! It's a long story, but he has owned Porsches, is a PCA member, and is also a DE instructor. So, yes we had a red Corvette leading a variety of Porsches. When we arrived in Haymarket, Alex and his girl-

friend Virginia were handing out polo shirts with an embroidered logo made especially for this trip. After waiting for the entire group to assemble, Alex explained the rules, provided printed maps, contact numbers and other useful information and then we finally got on the road.

Of course we took the road less traveled to get there. We stopped along the way for restrooms and made a stop for lunch at the Depot Inn in Staunton, VA. The lunch stop provided an opportunity to get to know other people on the trip. Many of us also visited Sunspots Studios & Glassblowing (since they allowed all of us to park in their lot). The shop had wonderfully hand crafted glass pieces for sale and in the back there was a studio where a man was demonstrating the art of glassblowing. Upon leaving Staunton we began a more spirited drive towards Warm Springs. We were on some great roads for this part of the trip, with lots of twists and turns, elevation changes and great vistas. We arrived

at the Inn around 4:30 PM and had a brief rest before dinner.

Alex had arranged for a happy hour, with live bluegrass music by a band called Route 220 South, followed by a terrific buffet dinner. The bluegrass band played before and after dinner and these guys were really good. Many of us stayed until they eventually stopped playing.

The plan for Saturday was to take about a five hour drive around the area. See the map below for details. We left the Inn and traveled south before taking the left turn towards Ingalls Field Airport. Ingalls Field is used as an emergency aircraft landing strip that sits atop the Warm Springs Mountain ridge line between north-south destinations on the east coast of the United States. At near 4000 ft. it is the highest public use airport east of the Mississippi with a single 5600 foot runway.

When we arrived at the top of the mountain we stopped for a few minutes and took in the fantastic views alongside the airstrip. From there we headed back down the mountain on a seemingly never ending series of twists and turns all the while driving past cyclists riding up these same twists and turns, yes - UP! We finally reached the bottom and made a quick pit stop before continuing on to our lunch stop about an hour away.

We stopped for lunch at Fudge Street Cafe in Covington. When my wife saw "Fudge Lunch" written on Alex's large copy of the map, she was very excited because she loves fudge and thought that's what was for lunch. It turned out not to be the case.



After lunch we drove to Coles Point near the southern part of Lake Moomaw where we stopped to admire the gorgeous blue-green water that leads to a dam.



We continued the loop around Bath and Alleghany counties, stopping at a small lakeside beach for a group picture (below) and continuing along our route for a very pleasant ride.

The next part of the drive offered a choice of a shorter ride back to the Inn, or a longer ride that took us past a beautiful creek that followed along the base of the mountains. There was a brief discussion prior to embarking on this leg of the trip because it turned out that the road alongside the creek was an unpaved gravel road. Hard packed gravel, but gravel nonetheless. Alex assured all the Porsche drivers that he made the trip the previous week in his Corvette and everything was fine. Some opted for the shorter ride back to the Inn. We decided to continue on, keeping a safe distance between each car, and the ride was really

nice. As a bonus we stopped at a small marina on the other side of the lake before heading back to the Inn.

Saturday's dinner was planned in small groups and many of us ended up at a French bistro called Les Cochon d'Or in downtown Hot Springs. Prior to dinner, my wife and I took a quick ride over to The Homestead Resort to check it out. We were both very impressed and would consider coming back and staying there. From here we took a fifteen minute drive over to Falling Springs to see a stunning 80' waterfall.

On Sunday morning we got up and began our ride home. We put the

top down and drove back through the mountains on some of the same twisty roads we used to get here. I don't think we saw another vehicle on these roads for almost two hours. Eventually we got back to the highway and made our way back home.

Looking back, this was a really fun, well planned and organized PCA Potomac trip. I highly recommend trips like this to any members who haven't gone on one before or who maybe considering doing so. Remember to book early as these trips usually sell out. I know Alex put a lot of effort into this trip and it was well worth all the hard work. I'm guessing that Virginia helped out too, so I'm sure she deserves some of the credit. As usual, there were lots of great conversations about cars and much, much more. I know I'm looking forward to the next trip.



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Car Nuts Love the Pittsburgh Vintage Gran Prix

If you are a true sports car fan and want to relive the 50s and 60s, you must put the PVGP on your list. The 34th running of this wonderful event took place July 15-17- in Pittsburgh's Shenley Park. It is the country's largest vintage race event and the only one run on actual city streets. 150 vintage racers gather here each July to test their skills. The PVGP races through Schenley Park are considered by many drivers to be a most challenging race course because the 2.33 mile circuit has 23 turns, haybales, manhole covers, phone poles and stone walls.

Diana and I made our annual pilgrimage to the event in "Nifty 64", our red '64 356 SC coupe. The weather at Schenley was just right for once, with low 80s and a cool breeze. Ed Rice, the Alleghany Region's Concours Chair welcomed a group of 50 Chicago Region members who convoyed together some 500 miles to the show. This made for a huge turnout and the Porsche section of "German Hill" was bursting with 200 of Zuffenhausen's finest sparkeling in the sun. (link to www.pvgp.org>porsche for photos). As there were only five 356s on the field, they drew an extraordinary number of admiring spectators. At noon, Alleghany Region put on a delicious barbecue lunch, followed by many great door prizes and the presentation of trophy mugs to the "Top 10" people's choice winners, including "Nifty 64".

There would have been six 356s on the field if Jim Hobbins of our "356 Potomac Owners Group" had

made it. Unfortunately, on the way to the show, Jim's open trailer was broadsided by an SUV which totaled his trailer and badly damaged his immaculate white 64 coupe. Jim is OK, but his car is in for lengthy repairs.

There were more 356s at the Gran Prix, but they were on the track. For me, seeing 356s, Austin Healeys, MGs, Triumphs, Jags, Morgans, etc dueling it out on the track makes me nostalgic for the days when my buddies and I would go out to Maryland's Maroboro track for the road races. For race photos go to: <http://www.sportscardigest.com/pittsburgh-vintage-grand-prix-2016-report-photos/>.

As Sunday's racing drew to a close one spectator kept eyeing "Nifty 64" and finally introduced himself as Joey Kennedy, a local professional photographer. He asked me if I would position my car for a special shot. I agreed and as you can see, he took a fantastic photo.

The ride home was almost "eventful" when the car's starter did not act right after I gassed up in Frostburg. However, after a second turn of the key we were on our way. As I pulled into our driveway in Fairfax, we could not wait to get out of the "sweat box". After unloading our suitcase I went to start the car and NOTHING happened — the starter had quit! All I can say is 356s are indeed "faithful".

Story by Ron Davis. Photo by Joey Kennedy.

July new members and August anniversaries

New Members

Vance Arrington - 2014 911 Carrera S Cabriolet - from Bowie
Michael Beasley - 2011 Cayman - from Manassas
Joe Dombrowski - 1988 911 Carrera - from Marshall
Larry Gardner - 2014 911 Carrera Cabriolet - from Washington
Dave Gavitt - 2006 911 Carrera S Cabriolet - from Marshall
Richard Geller - 2001 911 Carrera 4 - from Annandale
Randal Hanak - 2016 Cayman GT4 - from Arlington
Monson Hayes - 2007 911 Turbo - from Fairfax
Dean Hickerson - 2005 911 Carrera - from Herndon
Aaron Higbee - 2016 Macan Turbo - from Leesburg
Dianne Holleman - 2014 Boxster S - from Bristow
Joshua Jeffries - 2008 911 Carrera S - from Potomac
Bill Lemons - 2001 911 Carrera - from Frederick

Tobias Loss-Eaton - 2009 Cayman - from Washington
Joseph Lowery - 2009 911 Carrera - from Woodbridge
Rosetta Lue - 2007 911 Turbo - from Washington
Robert Mairs - from Edgewater
Jay Martin - 1999 Boxster - from Fairfax - transfer from Longhorn
Paul McCormack - 1978 911 SC Targa - from Alexandria
Tom Moskal - 2013 Boxster S - from Fairfax Station
Keith Phox - 2014 Cayman S - from Alexandria
Brandon Power - 2016 Cayman S - from Reston
Rob Saunders - 1987 911 Carrera - from Arlington
Alex Schefer - 2006 911 Carrera S - from Arlington
Jim Schweiter - 2012 Cayenne - from Bethesda
Dan Starr - 2017 Macan S - from Arlington
Jolly Weil - 2015 Macan S - from Crozet - transfer from Shenandoah

Anniversaries

50 Years

Daniel & Ginny Rowzie

30 Years

Ronald & Jo Banky
James & John B. Kent

20 Years

Andrew Roche

15 Years

Guillermo Gutierrez
Steve & Gina Manning
Luis & Dawn Ramirez
Dwight Shepherd & Sereatha Stern
Gregory & Susan Vaughn
Gail & Robert Wilensky

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Faithful to Gather at New Venue and New Date

10 Years

Daniel & Christine Boesz
 John & Christina Eberhardt
 Robert & Caryn Fagan
 Matt & Kathryn Garing
 Robert & Robert Hechtman
 Tadd & Leigh Kippeny
 Robert & Amy Pepper
 Justin Wine & Cathleen Doyle

5 Years

Gregory & Carla Bob
 Robert & Christina Campbell
 John Conn
 Geoffrey Davis
 Michael Dougher & Darcy Driscoll
 Thomas & Andrea Meuser
 Alvin Perkins
 Ray Thomas
 Dave Wandishin

The “Gathering of the Faithful” show is in for a BIG change this year. The show will be held at a NEW LOCATION at the Fairfax Circle Shopping Center, 9639 Fairfax Blvd, Fairfax, Va. 22030. This is where Routes 29 and Rt 50 merge. The date is SUNDAY, SEPT. 4TH and will run from 8:30 – 12:00 noon. Registration will be \$5.00 CASH the day of the show.

The show will be adjacent to the “Cars & Coffee at Cameron’s” gathering that meets every Sunday at this location. This will allow for plenty of interaction with the other “car guys” who bring a wide variety of cool cars.

Our show will be in a reserved area marked off by yellow tape. Just look for

our registration tent as you pull off of Fairfax Blvd into the Fairfax Circle Shopping Center.

There are a number of places to buy coffee/breakfast and lunch including Cameron’s, Popeyes, McDonald’s, Artie’s and 7-11. The show format will remain the same – that is NO JUDGING, just lots of door prizes and more car talk than ever.

DIRECTIONS: From Beltway (I-495) take the exit for 50 West. Go about 5 miles to Fairfax Circle. Come through the circle and look on you left for “Fairfax Circle Shopping Cener” and our registration tent.

For more info contact: concours@pcapotomac.org

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 to Carrie Albee at 216 Dill Ave, Frederick, MD 21701.

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Team Porsche Won! AGAIN!

Story and
photos by Mi Ji
Song

Another victory for Team Porsche at the 2nd Annual Euro-Marque Golf Invitational.

Another opportunity for Team Porsche to raise the coveted Euro-Marque Golf Trophy. But the best part? Another year for Team Porsche to brag about winning. Team Porsche won! AGAIN!

So what is Euro-Marque? It is an annual opportunity to compete in a golf tournament against 4 other area car clubs (BMW, Audi, Mercedes Benz, and Aston Martin). From Day 1, when representatives from each of the car clubs met to establish the bylaws, all parties agreed that this tournament would run on a shoe-string budget; we can't afford prizes. But to sweeten the win, the winning club would get to brag about winning until the next tournament. Well get ready for Team Porsche's 2nd Annual "Brag Article". Team Porsche won! AGAIN!

In late July, 2016, there was a threat of a heat wave to begin in the DC area – maybe you had heard about the heat bubble?

Team BMW: Should we have a contingency if teams don't finish.

Team Porsche: Team Porsche is HOT to win EM another year, and I'm confident that at least one of Team Porsche's groups will finish.

Team BMW: So if one team finishes 18 but others drop out, are the ones who drop out not in the running?

Team Porsche: Well, yeah... You can't win the race if you don't cross the finish line!

Team BMW: LOL. I'm ok with that.

Team Porsche: You know this is for a trophy and bragging rights, right?

Team BMW: I was giving PCA an out.

Team Porsche was confident. Why not? Look who we had on our team: DE's, Drive-and-Diners, one of our award-winning webmasters, Autocrossers, a competitive hockey player, new members and long-time members, three father-son pairings, and quite a few Club Racers. And their handicap indexes showed that they were not new to competing in extreme conditions.

Saturday, July 23rd (the first day of the heat wave) began as expected:

- 90+ degrees already at 11am - check.

- See Team BMW's club president, Paul Seto, and ask him who won last year. Paul replies that that he can't remember because it was so long ago – check.

- Ensure Team Porsche made our presence known by posting our PCA banner and our "Porsche of Tysons – Proud Sponsor of PCA Potomac" banner, decorating the parking entrance and tee boxes with Porsche fan flags, and showing up with more players than all the other marques combined – check.

- Purposefully use our Porsche fan flags to welcome players from all 5 marques (including Team BMW's OG Racing guy, Brian Hair, and our OG Racing guy, Team Porsche's Mark Francis) and direct them to the registration desk and the Concours parking lot - check.

- Use our Porsche fan flags to wave at Christine Lemley, Team Audi's club president and Katie Gleeson, Team Mercedes club president, who were wo-man-ing the registration desk - check.

- Once gridded in our golf carts, harass Willy Lutz, Head Golf Pro at Raspberry Falls and player for Team BMW, to hurry and begin the opening announcements. Interrupt Willy during the delivery of his opening announcements to ask him who won last year. Willy replies that he can't remember because it was so long ago – check.

- Continue to harass Willy throughout his announcements. Willy lets all the teams know that as Head Golf Pro at the facility, he has the authority to kick Charlie Murphy off of the course – check.

- More back-and-forth between Team Porsche and Team BMW, blah, blah, blah, before heading out in our golf carts – check, check.

Who remembers Hole #11 – the 542 yard, uphill par 5 with the boulder in the right side of the fairway? Wes Johnston, new-ish to PCA Potomac, hit the green on the second shot from the boulder. Wow. And he won 2 Closest-to-the-Pin contests, too.





At the end of their round, as players returned to their cars to put away their clubs, we enthusiastically welcomed them back by waving our Porsche fan flags at them. And when everyone was gathered back at the Club House for dinner and announcements, we waved our Porsche fan flags as Willy announced that Porsche players won 3 of the 5 on-course contests and put in the lowest team scorecard to win Euro-Marque! Team Porsche won! AGAIN!

Thank you PCA Potomac golfers. You are all winners – even in Team BMW's eyes. (But since Team BMW seems to have issues with memory loss, feel free to help them out by regularly reminding them who won.) It is always a challenge to fill our section of the parking lot – after all, many of our players own dedicated track cars. So thank you to those who brought your P-cars, with a special thank you to those who brought your P-cars with no AC on a HOT, HOT day.

Thank you Charlie Murphy, from Intersport Performance, and Andrew Fort, all-around great guy, for helping out with whatever was needed to put on another golf tournament.

Thank you to BMW club president, Paul Seto, for suggesting that we provide water and Gatorade for the players and for putting together a very competitive Team BMW.

Thank you to the other car club presidents, Audi club president, Christine Lemley, Mercedes Benz president, Katie Gleeson, and Aston Martin club president, Jon Metcalfe for putting in players and supporting this tournament and Concours for a second year.

Thank you Aradhana Saab and Chad Morrison at Porsche of Tysons, for the discount on the shirts, the fan flags, and the donation that allowed us to provide water and Gatorade for all of the players.

Finally, as I stand in front of Willy to watch him read Team Porsche's "Brag Article" out loud from his personal, hand-delivered copy of *der Vorgänger* like last year, thank you Willy Lutz, at Raspberry Falls Golf & Hunt, for hosting the 2nd Annual Euro-Marque Golf Invitational, and providing the many generous prizes for the players. Team Porsche appreciates your quick wit and clever responses. Team Porsche won! AGAIN!

On-Course Contest Winners

Closest to the Pin, Hole #5

Wes Johnston, Team Porsche

Closest to the Pin, Hole # 7

Brooks Hunt, Team Porsche

Closest to the Pin, Hole #13

JP Ward, Team Audi

Closest to the Pin, Hole #15

Wes Johnston, Team Porsche

Longest Drive

Ryan Mosel, Team BMW

Competitive Flight Results

- Brooks Hunt, Scott Hunt, Joe Grimsby, Jeff Leps, Team Porsche, 63
- John Bailey, Charlie Murphy, Wes Johnston, Mi Jee Song, Team Porsche, 61
- Evan Close, Skip Close, Brian Walsh, Mark Francis, Team Porsche, 63
- Ron Flax, Andrew Fort, James Lawler, Team Porsche, 66
- Howard Kympton, Bill Suhoskey, Dean Drewyer, George Drewyer, Team Porsche, 68
- Paul Seto, Willy Lutz, David Costanza, Cynthia Heller, Team BMW, 64
- Richard Sperry, Tim Gallagher, Chris Henn, Brian Hair, Team BMW, 66
- Ryan Mosel, Mike Mosel, Adam Froemming, Team BMW, 65

Social Flight Results

- JP Ward, Liz Wilder, Mark Vogel, Sherry Chen, Team Audi, 63
- Jerry Meadows, Philip Cummings, Jim Viner, Giuseppe Savona, Teams BMW, Mercedes Benz, and Aston Martin

Concours Winners

- Jef Leps, Porsche
- Paul Seto, BMW
- JP Ward, Audi
- Jim Viner, Mercedes Benz
- Giuseppe Savona, Aston Martin



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Longtime friends Gary Chevalier and Kevin North's 911's. Gary's 1987 3.2 Carrera and Kevin's 2012 991 span a quarter century of driving fun. Photo by Gary Chevalier.

