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Cover photo: Daniel Munarriz went to Le Mans again and photographed some incredible moments of Porsche's historic 19th overall victory. Story on page 10.



der Vorgänger

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The Road Not Taken

"No subject today more demands the attention of the people of Maryland than that of road-construction. When hundreds of thousands of dollars are being annually appropriated for our highways it is pertinent to inquire whether this outlay is intelligently made, and if not, whether better methods of road-construction cannot be adopted..."
The Report on the highways of Maryland – 1899.

"Montgomery County, MD has been found to have generated \$23M in annual revenue by setting the duration of yellow signal below the minimum required by state and federal law." *Panorama Magazine - July 2017 – Page 24*

My guess is that if there was a report on the highways of Maryland for 2017 the same pertinent inquiries could be made and insofar as Montgomery County is concerned the answers would still be in the negative. Almost every weekend, except when snow covers the potholes, I go for a drive. I like to drive - but not so much in Montgomery County - so I set a course that gets me into an adjoining jurisdiction as quickly as possible. I try to use back roads and eventually even very narrow rural roads as I approach the frontiers leading into Howard or Frederick counties. I can always tell when I have passed out of Montgomery County as the imitation moonscape passing for road surface changes from "what the hell?" to "wow, this is nice." This is invariably and astonishingly true. Anyone who has driven a Potomac rally involving



Glenn Cowan



Michael Sherman

Montgomery and its adjacent counties can attest to this.

For years, no – decades, I have conjectured that the County simply had more pressing budget priorities. I no longer believe this – I am now convinced that this neglect is purposeful. Montgomery County is a charter member of the Anti-Destination League. It plans and implements every conceivable method to deter motorists from getting between point A and point B in a reasonable time. Making every journey difficult has become an art form: speed enforcement mainly designed to generate revenue, red light cameras aided and abetted by reduced yellow time (see second quote above), traffic calming impediments, poor intersection design, unexpected disappearing lanes at mergers and inappropriate bike lanes all contribute to unpleasant driving all the time. Preposterously, the speed bumps in Montgomery County frequently require warning signs to advise the unwary motorist that they are not designed to

permit the posted speed!

The only reasonable conclusion is that the County has decided that the best way to discourage automobiles is to have us hate driving so much that we are herded into "bi-model" alternatives. What better and less expensive solution to force us out of our cars than to simply defer road maintenance until the 12th of Never.

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September Events

When I first started thinking about what I would write this month, I looked at the fact that this was the September issue and the year was going by much too fast! It seems like only yesterday that I was getting my track car ready for my first event of the season and soon I will be putting it away for the year. But after a quick look at our calendar I realized we still had many events left in the year to enjoy driving our cars and socializing with our fellow members.

For those of us that participate in Driver's Education, we have our VIR DE, our fall High Performance Driving Clinic (HPDC), and our Final DE of the season at Summit Point. I've mentioned before how I've come to associate our VIR DE with the beginning of fall. We've had years where I've needed a jacket for the brisk early mornings; an indication of colder days to come. The fall HPDC is always one of my favorite events. I really enjoy working with the new drivers and watching the progression from the early morning "What have I gotten myself into?" to the end of day "This is fun – when can I sign up for my first DE?" Our final Summit Point DE is in late October. We design our schedule so that we finish the track year before winter hits. Usually we're successful but those us of that have been around for a few years love to tell the story of the Saturday that we got five inches of snow at Summit Point. What was to be a day of driving became a day of socializing with friends. By the next day, the track was clear and



David Dean

we were back driving (with extra care to stay on the pavement and avoid going off in the white stuff).

Late September's calendar includes a couple of once each year events. First up is our annual Club Race. The Potomac members who race get the chance to enjoy racing on their home track in front of friends and family. A club race requires a ton of volunteers; we have many greatly appreciated members who fill the required roles necessary for us to host the race. Our Club Race is a great opportunity to come and watch, take photos, and check out some great Porsches. Also in late September is the 928 Frenzy. This is a weekend of tech sessions and other activities geared towards 928 owners (and those that want to own a 928).

All of our other programs are also represented on our September, October, and November calendars. Autocross has three events scheduled; one in each month. Concours has The Gathering of the Faithful scheduled for September 2nd. Both the Drive and Dine and Rally programs have events scheduled with a "Fall Foliage" theme. Social has our Club Picnic on October 1st; we will be returning to Circle D Farm for the day.

So even though the year is flying by you still have many opportunities to come and hang out with your friends from Potomac!

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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

- 1-3 Potomac DE at VIR.
- 2 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 2 “The Gathering of the Faithful” – Escape to Bavaria, Bavarian Inn in Shepherdstown, West Virginia, 10am – 2pm.
- 9 Potomac's Fall HPDC, Summit Point Motorsports Park.
- 16 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 17 Potomac Autocross #5, Baysox Stadium, 7am – 2:30pm.
- 22 – 24 Potomac's Club Race, Summit Point Motorsports Park.
- 29 – Oct 1 Potomac's 928 FRENZY!

October

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

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Fairfax, VA

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

Bethesda, MD

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

Potomac Monthly Brunches

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

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

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



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Gods of Endurance



Story and photos by Daniel Munarriz.

No one can choose to win at Le Mans, the race chooses his favorite. Again, the gods of Endurance dictated his merciless judgment. Everything was planned for Toyota's revenge after the drama of last year. The canicular heat and the fragile sophistication of modern prototypes made once again the 24 hours of Le Mans a great sporting spectacle and Porsche perpetuated its romance in the classic French with its 19th victory.

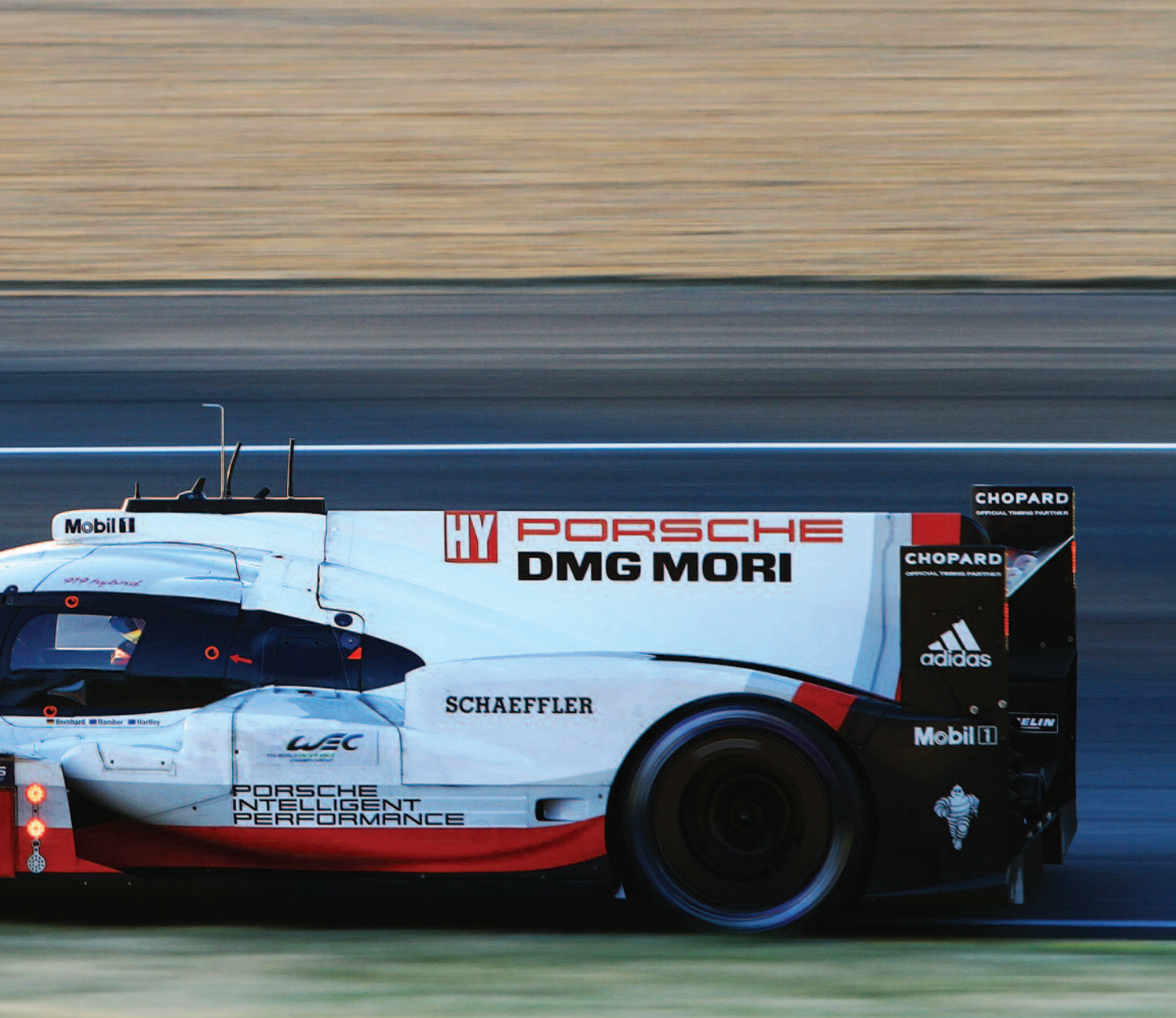
Behind each victory, there is a story full of emotions and dramas. The third in a row for Porsche at modern Le Mans era was no different. Faster and leading the World Endurance Championship, Toyota came to Le Mans with the conviction of dominating the situation. The public also believed it.

Chase Carey, the Formula 1 owner, on fraternization trip, lowered the French flag giving the start to 60 cars, representing teams from 16 countries.

Artificers of an insolent Pole Position, Mike Conway, Stéphane Sarrazin and Kamui Kobayashi installed the Toyota TS50 Hybrid #7 in a solid first position. As expected, the Porsches were barely able to follow the devilish pace of the Japanese trio of cars.

First shock after 3:30 hours of race; The Porsche #2 go into the pits with the front electric motor unusable. In 65 minutes and under unbearable heat, the mechanics were able to replace the entire module and return the car to the track in the 54th place, 19 laps behind the leader to build an epic comeback. No one could imagine what would happen next day.

At nightfall, the #8 Toyota driven by Buemi-Davidson-Nakajima, then third, loses more than three hours replacing (also) its front electric motor. But, the real tragedy for the Japanese arrived shortly before 2:00 am in the morning. Comfortably installed at the head, the Toyota #7 must abandon because of a problem



with its clutch. Fifteen minutes later, Lapierre-Lopez-Kunimoto's number 9 suffered irreparable damage following the onslaught of a LMP2 car. The race equator has not yet crossed and Toyota is out of the game. Jani-Lotterer-Tandy take command and comfortably control the situation for the next 9 hours. Good time to enjoy the refreshing coolness of the night and take a miraculous coffee in the Michelin restaurant.

The first prototype LMP2, the Oreca-Gibson of Laurent. Jarvis and the chinese was accommodated in second position, while the delayed Porsche, going back desperately. Head contact was scheduled for noon.

New shock at four hours to the finish; Andre Lotterer and his Porsche 919 quit because a oil pressure problema. The LMP2 car of Jackie Chang DC Racing inherited the first position, knowing that his pursuer would catch up with him.... if all went well. Indeed,

within an hour of the checkered flag, Timo Bernhard took the lead while the rest of the team crossed their fingers for the final stage.

If last year Porsche's victory could be considered as the result of luck, this year was the result of excellent teamwork. Timo Bernhard, Earl Bamber and Brendon Hartley achieved the victory with the only surviving car of the LMP1 category, for a simple lap and after 10 changes of leader. The strategy was simple: Believing in victory and drive to the limit all the time ...!

The future is uncertain. The lack of results from Toyota and an insistent rumor about the possible withdrawal of the Stuttgart brand, could end up with the top LMP category at Le Mans.

The guardians of the temple, the Automobile Club de l'Ouest have presented the new regulation with more technological presence with electric charge in

Porsche No. 2 recovered from the 54th position and sealed the third consecutive overall victory for Porsche with the 919 Hybrid type, despite remaining 1 hour 38 minutes in total in the pits.

the stands (Plug-In technology), aerodynamic development through dynamic systems, at the same time of a hypothetical reduction of costs, but this will not be true until 2020.

THE BATTLE IN GT

Although attention was focused on the fight for the overall classification, the most exciting race was experienced, once again, in LM GTE Pro. Ford with the GT (Chip Ganassi racing), the respected Corvette C7-R, Ferrari 488 as absolute reference of the category, Aston Martin benefited by a benevolent "Balance of Performance" and of course Porsche, competed fiercely without ever surpassing the 15 seconds of difference between the first three. The intensity of the battle is demonstrated by the 51 leader changes among 11 different cars. A true 24-hour sprint.

Porsche came with the new 991 RSR whose engine has been repositioned in the center of the car, looking for a better weight distribution but also the maximum exploitation of the huge aerodynamic diffuser allowed in the category. The Works 991 RSR remained in the battle that was so closed that the positions ran continuously between the first and eighth place.

During Sunday dawn, the number 92 quit because of an accident of Michael Christensen. Then, the

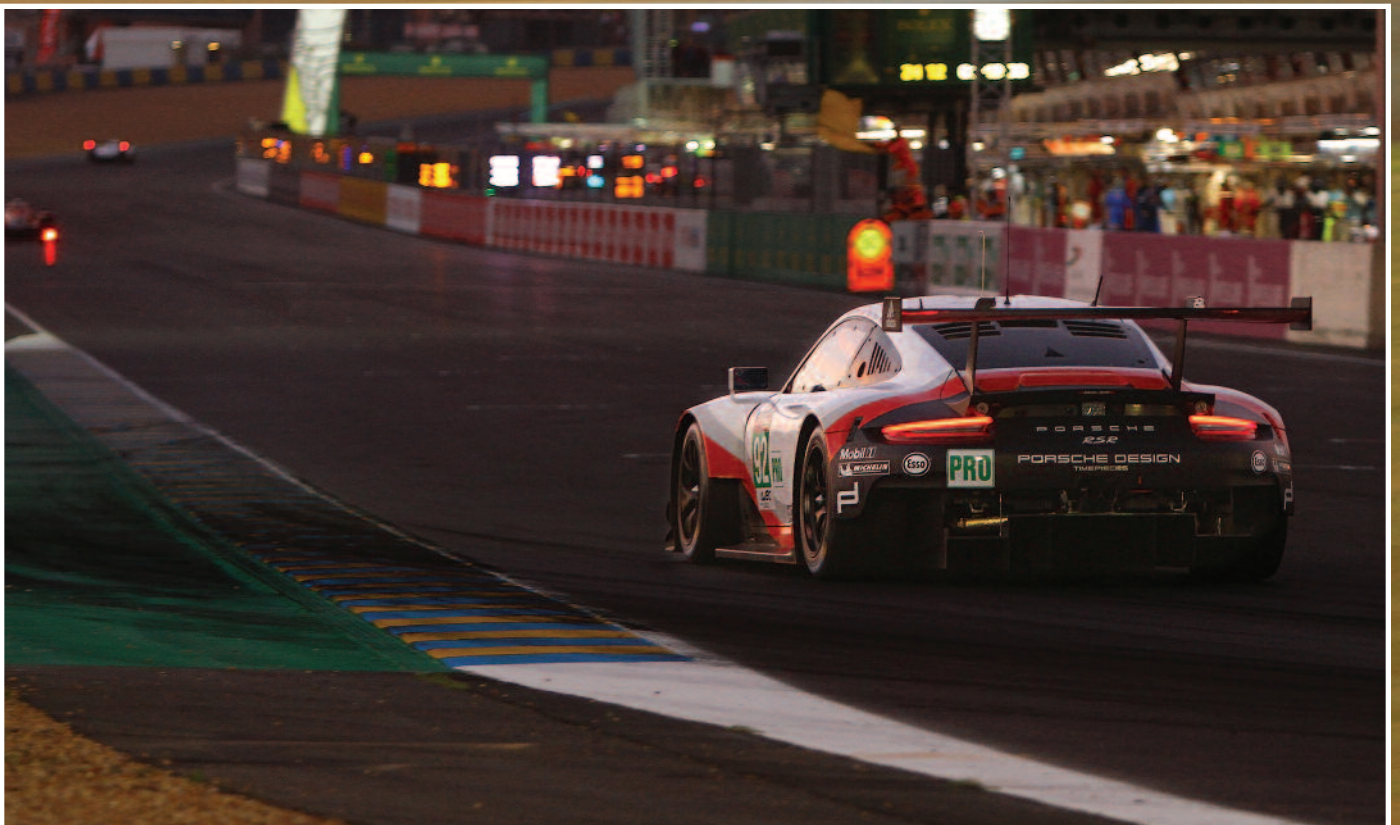
hopes centered on the number 91 that runs like a clockwork and Makowiecki, Lietz and Pilet drove without errors.

The beautiful story ended an hour from the finish, with an unexpected change of tires that definitely broke the hopes of victory. In such a challenging scenario and with the "BoP" always under discussion, a fourth final position might seem modest but the new RSR have performed excellently in their debut at Le Mans. The heat affected the performance of the engines and only during night could exploit the potential of the Porsche 4-liter engine. The objective now is the search for a higher top speed and especially for better management of the tires.

Finally, Turner, Adam and Serra prevailed in LM GTE Pro with the already old-fashioned Aston Martin Vantage, after a close fight with Corvette Magnussen, Garcia and Taylor.

In LM GTE Am, the category for private entrants, the feeling was discretion. The efforts of Patrick Dempsey and the Proton team, with the close support of Stuttgart technicians have not been enough to offset the unfavorable architecture of the old 991 RSR. The Ferrari 488 GTE are very fast and despite a single abandon, the Porsches were not able to finish above the 6th place.







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#1 Porsche 919 Hybrid 2017 - Porsche LMP Team

One of the keys to this 85 edition edition was the debacle of the LMP1 prototypes. Experts predicted that complex hybrid systems would not stand the heat. The prophecy was almost fulfilled and it lacked little to attend the victory of a LMP2.

After the Toyota debacle, everything seemed won. The triumphal ride of Neel Jani, André Lotterer, Nicholas Tandy was ruined by an engine failure because of the loss of oil pressure. The fingers crossed, hoping that number 2 would not have the same fate.

#2 Porsche 919 Hybrid 2017 - Porsche LMP Team

The "second" squad achieved the unthinkable: Recover from the 54th position and sign the third consecutive victory for Porsche with the 919 Hybrid type. Despite remaining 1 hour 38 minutes in total in the pits, the winning trio was able to travel 5001.834 km.

As in 1966 (Chris Amon and Bruce McLaren), two New Zealanders won, this time accompanied by a German. Timo Bernhard and Earl Bamber won a second time (2010, 2015) and Brendon Hartley did it for the first time.

#91 Porsche 991 RSR 2017 - Porsche GT Team

After a regular run in the top positions of the most disputed category, Richard Lietz, Frédéric Makowiecki and Patrick Pilet finished 4th with a taste of disappointment. There will be continuation.

#92 Porsche 991 RSR 2017 - Porsche GT Team

Half-time show for Kevin Estre, Dirk Werner and Michael Christensen after a late accident in the middle of the night. Despite a gain of 3 seconds in 12 months, the new Porsche 991 RSR needs more power. Maybe a turbocharged engine? For the moment, the sound of the last creation of Weissach is absolutely wonderful!

#77 Porsche 991 RSR - Dempsey-Proton Racing

The Germans Christian Ried and Marvin Dienst with the Italian Matteo Cairoli, remained in positions of podium until the early Sunday morning when transmission problems put them in 6th position of LM GTE Am, first Porsche of the class.

#86 Porsche 991 RSR - Gulf Racing UK

A whole institution, the pale blue and orange colors were represented by trio Michael Wainwright, Benjamin Barke and Nicholas Foster that drove the British Gulf 991 RSR to P10 in the category.

#88 Porsche 991 RSR - Proton Competition

Le Mans claimed its first victim in a violent crash between an Oreca G-Drive and the Proton-Porsche of Stéphane Lemeret, Khaled Al Qubaisi and Klaus Bachler, who after only 75 minutes, had to leave.

#93 Porsche 991 RSR - Proton Competition

Americans Patrick Long and Mike Hedlund, accompanied by Saudi Abdulaziz Turki Al Faisal, finished in 9th place with serious problems to reach the speed of their competitors in the long Le Mans straights.

The Virginia Highlands Tour

Story and photos by Alex Lunsford.

Warm Springs, VA, 21 - 23 July 2017

We just returned from my 10th annual Porsche Potomac club trip, and my 6th to Bath County, VA- the only county in Virginia with no stop lights. (Ed - except this time when there was one temp one on the Jackson River "Turnpike" to cross a 1 lane bridge. Boo.) This was our best trip. Wow.

As I warn the uninitiated, THIS IS A DRIVER'S TOUR. It's a solid 2 days of driving - usually 6 hours of nothing but (hairpin) turns at between 20 and 60 mph - so be advised. This is the point.

Day 1 - Fri. We met at Haymarket at 10 am and reviewed PCA policy, signed our forms, assigned our lead (me) and tail car (many thanks Ted and Sharon Whitehouse - again), reviewed maps, and passed out radios. Then we reviewed my trip leader Addenda - no whining, smiles mandatory, tops off when possible, no paperwork, and make friends.

We left fashionably late and headed down 29 and 211 towards Sperryville. Crested the summit under a beautiful July day 15 degrees cooler than when we left. 35 mph on that road through the park is almost tantropic.

We stopped in Shenandoah, VA for gas and break #1. More of an invasion really on a rural, unsuspecting gas station by 40 people in 20 sports cars than a stop. Tried to get everyone to buy something. Lots of stares from pickups - most approving. Does leading 20 Porsches with a Red Corvette engender more rural support? An interesting psychological question re-

quiring life-long study. And yes I will own another Porsche - does anyone have a 996 GT3 for sale for about \$35K?

Lunch was in Staunton at the fabulous Depot Grille on Middlebrook St. Neatest bar shipped in by rail from NY you will ever see. Great meal as always and then a torrential downpour moved in. No worry, headed next door to Sunspots to see Jason demonstrate Italian Murano glass-blowing techniques. He blew a glass bubble the size of a pumpkin which popped and then immediately crushed it and showed how he can reuse the molten glass. So cool. Go there and see it and buy something - neatest handmade glass I've seen in a LOT of travel. Check out my Facebook posts (Alex Lunsford) for videos.

The heavens parted after 30 minutes and we headed south on blessedly empty route 252 south to connect to 39 west to Maury River Gorge - the prettiest Gorge in Virginia.

Pulled into our private (we took all 18 rooms) Inn at Gristmill in Warm Springs, VA surprisingly right on time - 5:30 pm. People met in the courtyard for drinks and apps as Southern Rail Express, led by my friend Willie Smith and backed by 4 others, played authentic badass, bluegrass from Bath County. Yes badass. Dinner for 40 upstairs at The Waterwheel of crab cakes, prime rib, fresh veggies, fresh breads, many desserts - exemplary. John and Kate Loeffler, proprietors of the Inn, and operators of some of my favorite things in Bath County - Les Cochon D'Or and now thankfully, Sam Snead's, - were magnificent hosts as always. Despite a bit of work on my part, they make this weekend my favorite of the year.

Thank you John and Kate and your amazing staff of talented Bath County young people and artisans. I have held this trip over 10 years at the Bedford Springs Inn, the Homestead, the Greenbrier, Farmington Country Club, and the Inn at Gristmill Square easily plays at this level, if not supersedes.

We enjoyed drinks in the wonderful Simon Kent bar (seats 8 - barely) until wee hours and met fun locals and discovered how multilingual Bath is - many South American connections and much Spanish conversation. So cool.

Day 2 - Sat. Gassed up in the only place with 93 octane (thanks Sunoco) and headed on our counter-clockwise rotation through Bath and Alleghany County. Special thanks to Susan Knick at the Alleghany Chamber and the Virginia State Police for their guidance to avoid Clifton Forge and Covington, VA on Sat am as the Alleghany Gran Fondo 100 mi



bicycle race was underway on the same roads. We'll keep our peas and carrots, as well as our sports cars and bicycles separate, thank you.

We headed west on 39- Mike and I had to verify some suspension settings so we gave ourselves a bit of distance to keep safe. Thanks Mike. His brand new 991 GT3 is quite impressive and very tough to keep behind an 8 year old base model Corvette ;-) lol.

We arrived at Lake Moomaw Marina for a stop at the naturally greenest and most empty Virginia lake you will see in mid-July. Took many photos. Coaxed all to go off road with probably \$2 million worth of cars (and 100 miles from a dealer) through the Richardson Gorge to see a giant Blue Heron and beautiful trout stream headwaters (with no fisherman?).

Cruised to Lake Moomaw beach and stood in clear and beautiful water having conversations while chasing fish. Next on to Gathright Dam, one of the largest earthen dams in Virginia at 257 feet tall and holding back 40 billion gallons of Lake Moomaw. Go see this Lake and this amazing Dam - thanks to the Army Corps. Many great photos at the top of the Dam.

Headed to a fantastic custom lunch at Fudge St café in Covington, which opened 4 hours early for us. Wonderful service and meals. Thank you to Donna and the entire staff of 10 who cooked and served at Fudge St for coming in early. We hope to see you each year!

Ok so here we get serious about driving... Airport Road going uphill from the backside of Clifton Forge, VA (elev 1083) to Ingalls Field at the summit (elev 3792) may be the toughest, most interesting, fun, nutty, beautiful, sneaky, strip of asphalt in Virginia. Imagine Deale, NC's Tail of the Dragon, except totally empty (not for long), with tighter turns, streams, WHILE GAINING 2,709 FEET OF ALTITUDE!

My Corvette, even with a sizeable radiator, pegged the needle on hot, but if she was going to blow, she was going out doing what she loved. But she didn't, so as not to lose face in front of 20 Porsches and a steam-rolling Mercedes SL600 V12 Panzerwagen expertly handled by Harry. A huge 3 point-star grinning in your rearview is quite the incentive to push on. Wow, what a road. What a drive.

So here it gets really interesting. I had pre-arranged with Ingalls Field Airport manager Jim White to get a tour of the field and its impressive 5600' runway. I asked him what we would be following on our slow, easy parade lap around the facility. He pulls out of the hanger in a meticulously-maintained Black 996 that he "happened to have" for just such an occasion.

Did I mention I love Bath county people! So he leads us out to the end of the runway with 40 miles visibility across God's favorite valleys for the photo opp to best all photo opps. Thank you Jim White and the staff of Ingalls Field.

From there we head to The Homestead for Ice Cream and a quick tour. Huge thanks to James (?) the Transportation manager who managed to let us park 20 cars briefly on the Homestead circle against all better judgment. We will be back because of the generous hospitality and spend more money next time.

We arrived back at the Gristmill about 6 and then showered and split up for separate dinners at Cochon d'Or, Sam Snead's, The Waterwheel and elsewhere. Sam Snead's looks amazing (especially the upstairs bar) and John Loeffler was a gracious host as always.

Late night we ended up in the courtyard of the Gristmill and had an impromptu 10 wine bottle-fueled "Cheese-Off" whereby we played, sang and danced to the cheesiest songs and tv show themes anyone could think of. Anything BeeGees, ABBA, Muskrat Love, and The Love Boat theme song were big "winners."

My guest, co-pilot, and master of our WhatsApp group, Alicia and I slept in late and so we didn't get to say goodbye to most, but it seems everyone made it back their own way and sent us lots of great pictures.



On Sunday, Alicia and I stopped by the Bath County Art show where I picked up something I love.

We have already booked the Inn again for the 11th annual trip for 7/20/18 – 7/22/18 so get ready Bath – we're already planning. Thank you to everyone in Bath County, my family's home for 70 years, for your hospitality and thank you to God for making the prettiest county with the prettiest roads in all the countries I've been.

In sum, 40 great friends, 6500 HP, 20 Porsches... all being led by a Red Corvette. Priceless.

God Speaking

Story and
photo by David
E Moore.

When you reach the age of 64, you accumulate a few life stories. Some of which are funny and some of which I am happy to be alive to tell you about. This one I call, "God Speaking."

Seven years ago, I was sitting in my office on my birthday not really wanting to be there. At age 57, you don't reflect on things not accomplished but things you want to do the rest of your life. That day I created a bucket list. I did not want to end up like my father who loved sport cars but was never allowed to own one. My mother, however, did allow my father to buy a Chevy Impala with a sport exhaust. My father would live out his dreams by taking me to SCCA events at Laguna Seca in Monterey California or Sears Point Raceway in Sonoma. As a child, I remember seeing the Mini Coppers and Morris Minors screaming around the track without mufflers and thinking "One of these days I want to race one of those." Then came the class with the 356 Porsches! Need I say more! It was love at first sight!

As I said, I had two very loving parents who had strong influences on me. My mother's practical side said wait until you are 25 to buy a sport car because your car insurance will drop. In 1978 and now 25 with a decent job with no debt, I set a budget of \$6,500 for my first real sport car. I had narrowed my choices down to three cars, '76 TR6 with 25,000 miles, a '76 914 2.0 liter Porsche with 28,000 miles or a new '77 124 Fiat Spider 600 miles. This is when I wished I hadn't listened to that practical side. Yes, I made the youthful mistake of new vs old car and bought the new "Fixed It Again Tony." There are stories with owning a F.I.A.T., but I will save them for the Fiat club.

Back to seven years ago, in my office on my birthday. I missed driving the Fiat when it was running. There is nothing like driving with the top down on a beautiful sunny day with the wind in your hair. So, I put buying a convertible on my bucket list. That summer, passing the many car wholesaler lots on Centerville Road near Manassas Park, a dealer had a Porsche Boxer, Audi convertible TT, Honda S2000 and Miata MX 5 sitting in the front row all with the tops down. I circled back home, grabbed my wife, and we test drove all the cars. These are great day trip cars, but I had a vision of doing longer trips and need more interior room. Though the back seat in the 124 Fiat was not large enough for an adult, it had room for a small suit case making ideal for a long weekend getaway. If you have to rationalize reasons for buying a 911, needing a back seat is a good as it gets!

Now my search for a 911 began. The

practical/mother side told me I could buy up to the average price of a new car. The 124 is the only new car I ever bought, and you know how that went. Besides I didn't want to be working on my 70th birthday paying off a new 911. After reading a few books, the strategy was to talk to a few Porsche mechanics to narrow my search. They all came back with the same answer, buy the best 993 you can find. In addition, they all said the 993 will only appreciate. That prediction came true for sure.

New Year's Day, 2011, I am watching a college bowl game, more like the TV was on as I was searching for that perfect 993. Then I saw her! Ms. P! I name all my cars: Old Betsy, the 1952 Dodge my first car, Yoder the Yellow Toyota, FiFi the Fiat, Nicee the 240 SX Nissan. The 1998 Tacoma pick-up is just called "Truck." Somehow that name fits. Ms. P was a 1996 C4 cab with only 15,983 miles, sitting at a Porsche/Audi dealership in Denver, in January. I ran a Carfax report and called the dealer the next day. It appears Ms. P was owned by a snowbird that only drove about 1,000 miles per year in Ft. Meyers Florida, and was trading the car in for a new Audi SUV. With a few more pictures sent by the dealer, I had Ms. P shipped sight unseen.

There is a part to the story I forget to mention. All of mechanics said the same thing. Old air cooled 911s need to be driven. If you don't, the oil seals will dry up and leak like a sieve. Ms. P had not been serviced in two years and there were not a lot of miles between the last time she was serviced. To make a long story shorter I had to join PCA to find a 993 mechanic. It seems the guys I spoke to the previous year retired from the dealership. After speaking to a few of the folks at the City Grill PCA Saturday brunch, I got the name of Stan Fox at RPM, handed him the keys and told to don't call me until she stops leaking. Three weeks later, Stan called and told me he found all the leaks and to drive the car. If I didn't, he would find somebody who would.

After 18 months of basically only driving from different repair shops, there was a list of others that had to be restored as well, Ms. P was ready for a weekend trip. By this time, my wife hated the car and told me all the money I had spent I could have bought a new 911. I finally convinced her to take a short weekend trip to Virginia Beach. By now, my Master Card had a few 000s on the statement from all the repairs and all I could afford was a hotel a few exits from beach area. We checked in around 2:00 pm and came down stairs to ask the hotel clerk for a place to eat. He printed the direction to a nice restaurant on Pacific Ave. and off we went. Something told me I should have gone



back to the room to get the GPS, but my wife said she would be the navigator. With the top down, we got back on I-264 and headed towards the beach area of town.

Like a GPS, sometimes your wife's instructions come to a bit too late. At the end of the off-ramp, I approached a t-intersection. As always, I guessed wrong, and now I am sitting at the light in a dedicated lane to go left onto the street. On my right is a median for the dedicated right-turn lane. With directions in hand, my wife points and says we should have gone right. When the light turned green and with very little traffic, I put Ms. P in first gear and proceed to turn right when the next thing we heard was a very loud, "DON'T YOU DARE." It was so loud that it scared the holy crap out of me that I accidentally popped the clutch and found myself in the middle of the intersection. A state trooper had pulled behind us at the light and determined by our hand gestures we were going to make an illegal right-hand turn.

My first thought, I am going to get a ticket in a 911 doing zero miles per hour, in first gear! How am I going to explain that to the gang at City Grill? In addition, when I get nervous, I talk a mile a minute with my hands. My wife of 17 years, unfortunately, has picked up some of my bad habits, and now we were both speaking with our hands and pointing in the direction we needed to go. I was telling the trooper how I should have gone back to the room for the GPS when my wife blurts out, "I didn't know where that voice was coming from. I thought it was God speaking." At that moment, the trooper slowly turns away from us trying not to bust out laughing. When he gained composure, he asked if we were in town for the weekend and if a ticket would spoil our weekend. In unison, we said "Yes." He let us off with a warning and told us exactly how to get to the restaurant. And that is how the voice of the Lord saved me from the embarrassment of getting the slowest ticket ever recorded in a 911!

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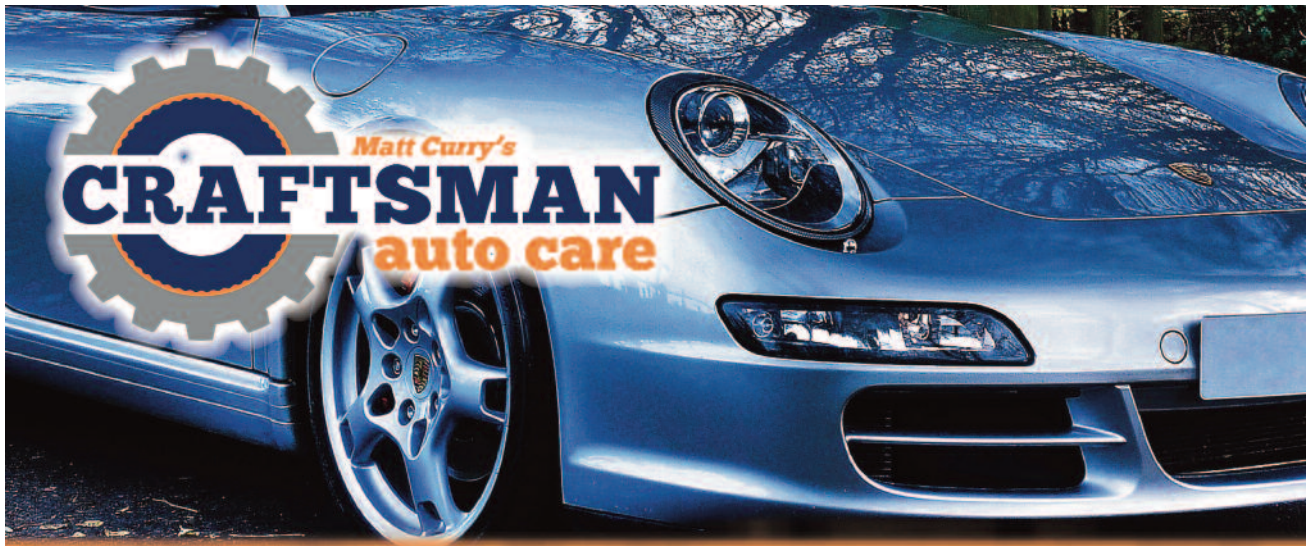
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Ladies and Gentlemen... Star Your Engines: Our PCA Club Race is Here!

In just a few short weeks, over one hundred PCA club racers and over one hundred member volunteers from all over the East Coast will converge on Summit Point Motorsports Park in West Virginia for one of the most anticipated events of the year, the PCA Potomac Region's "Rock The Summit" Club Race.

The Potomac Region is the birthplace of PCA Club Racing and as such, we have hosted a Club Race event at Summit Point every year for the past twenty-six years. Last year, we also introduced a brand new racing group to the PCA National program, the Vintage Class, in which owners of air-cooled Porsches from 1983 or earlier compete in their own separate races.

We are also excited to be presenting a new racing schedule this year. The new schedule is similar to one used at the Zone 1 at Watkins Glen, and the Zone 2 at VIR Club Races. Friday's lineup will include practice sessions, practice starts and fun races for all four groups. On Saturday, racers will enjoy two thirty-minute sprint races per race group. And on Sunday, we will hold two ninety-minute enduro races for the standard groups, and two additional sprint races for the Vintage Class racers.

Great Club Racing is not the only reason we have such large crowds at our event every year: We are also known for putting on one heck of a great party too! This year will be no exception. Friday evening's festivities will be dedicated to all our hard-working event volunteers, beginning with a trackside happy hour, followed by an Italian-style buffet dinner from our

friends at Railside Market. Saturday evening, it will be our guests' turn to be honored....another relaxing happy hour before the folks from Dixie Bones Barbeque treat us to a southern-style BBQ feast. Of course, it just wouldn't be a party without plenty of good music, raffle prizes, awards and enjoyable commentary too.

Putting on such an amazing event every year simply would not be possible without the leadership of our Club Race Committee, and the support of our member volunteers. As many will attest, there is no better way to watch these races than by lending a hand at them. Some of the volunteer positions that are still available include: Corner Flag Worker, Social Event Support, Tech & Scales, Track Support and more. Folks may volunteer for as many days as their schedule permits and club designated stipends will be provided to them to help cover the cost of travel or hotel fees.

The PCA-Potomac "Rock The Summit" Club Race will be held on September 22nd – 24th, 2017, and is open to all licensed PCA club racers and club member volunteers.

If you would like to register as a racer, please visit:
<http://register.pca.org>

If you would like to register as a volunteer, please visit
<https://clubregistration.net/events/signUp.cfm/event/8482>

*Story by Kenneth D'Angelo
PCA-Potomac
Club Race Co-
chair. Photo by
Ken Hills.*



Porsches and Me

*Story and
photo by
Steven
Schattman.*

I'm 64 years old and have always been a car guy, even before I was old enough to drive. I was one of those kids who could identify any make or model that drove by. I bought my first Porsche in 2005 but Porsche's have crossed my path on a couple of previous occasions.

After I acquired my license at age 16 I went through several phases of car ownership. The first I call my "Muscle Car" phase. The summer after I got my license I worked three different jobs and was able to save enough money to buy a used 1964 Pontiac GTO. Next came a new Dodge "Super Bee" which was the Dodge version of the iconic "Roadrunner". I always thought it was better looking than the Plymouth. This phase culminated with the purchase of a 1966 427/425 Corvette convertible with factory side pipes.

The next phase I call my British period which in some respects still exists today; my daily driver is a Mini Cooper John Cooper Works hatchback. This phase started with a 1958 MGA which met an untimely death when the driver of a trash truck lost control and ran over the top of it while it was parked on a side street. A Sunbeam 289 Tiger followed that; Interesting concept, horrible car. If the temperature rose into the mid-eighties or higher you couldn't use the car, it would overheat because the big Ford V-8 didn't leave room for a proper radiator. That one left in a hurry. Next I owned a TVR for literally only about 10 days. A week after I bought it an Englishman who worked at the British Embassy approached me in the parking lot of Montgomery Mall and told me he would like to buy it. Just out of curiosity I asked him what he was willing to pay for it; the figure was over twice what I had bought it for. Three days later I waved goodbye as he drove it away. Not long after

that my favorite Uncle passed away and left me a modest inheritance. Like a stupid kid, instead of doing something sensible with the money I bought an E-Type Jaguar. My Mother was appalled; my Father said it would teach me a good lesson. I think he secretly thought the car was totally cool and figured at some point he would get to borrow it. That Jaguar was an absolutely stunningly beautiful car however reliability was certainly not one of its features. It spent more time in the shop than on the road. If it rained, you weren't going to use it the next day; if it rained hard you were on the bus for two days. Finally after having to pay \$150 to have the car trucked back from Pennsylvania where it had broken down for the umpteenth time I sold it.

Still thinking British I decided perhaps a new less exotic car would provide more reliable and less costly service. What can I say, I was young and optimistic. I had pared it down to a new MGB or a TR-6. In the seventies if you lived in the Maryland suburbs and wanted to buy a European sports car, you went to Manhattan Auto. They represented just about everything available except the exotic Italians. Off I go to the Manhattan showroom and sitting right in the middle is a Viper green 911S. I immediately fell in love, lust, whatever? With the money from the sale of my Jaguar burning a hole in my pocket I agonized over what car to purchase for a good two weeks. My Father finally talked me out of buying the Porsche saying I really didn't want to have to make \$120 a month car payments. The MG I eventually ordered cost me \$60 a month in loan payments but I still kept thinking about that green 911 for a good two years or so. Hell, when I see the prices of early air-cooled 911s I still think about it today!

My next interaction with the Marque came in the mid-eighties. At that point my daily driver was a 4 series Audi. One day it was in for service, again at Manhattan. I was early for the pickup and wandering around the showroom and sitting right in the middle was a white 930 Turbo. That car just had "bad ass" written all over it. It was mid-afternoon and not a customer in sight so a salesman came over and asked if I needed help. I explained I was waiting for my car and just killing time. We started talking and he asked me if I'd like to test drive a Turbo, there was one right outside. I said I really wasn't looking for a new car at the moment but he said that was ok, we could still take it for a spin. It may seem hard for someone to believe who lives in Montgomery County but in the mid-eighties, Maryland route 270 in the afternoon was an empty highway. That car was scary fast; I got a quick lesson in turbo lag. As much as I would have liked to buy one, that car was just not in the cards. When I asked the salesman why he bothered with the test drive, he confessed he'd sold two in the last three months the same way; I get it!

In 1996 I finally got rid of my MG which was 23 at the time and bought a Miata. It was like most of the British cars I was familiar with except it actually worked, go figure. I'm not sure when exactly I became aware of the Boxster but by the mid two thousands I decided I wanted one. An old friend introduced me to Jay Cleiman at Silver Spring Porsche and I ordered a 987 triple-gray Boxster S. My early experience as a Porsche owner was not wonderful. It went through 6 quarts of oil in less than 2,000 miles prompting Porsche to replace the engine. I do have to say that both Porsche North America and the dealer handled the situation in an extremely professional manner. Porsche threw in an extended warranty as an added bit of compensation. Once the engine issues were sorted out and the new one broken in I soon discovered what an exceptional car I had purchased. It wasn't the fastest car I ever owned but it was unquestionably the best handling and most fun to drive. It was not unusual for me to get up early on a Sunday morning and take a fast drive through the back roads of upper Montgomery and Frederick counties.

This leads me to my current car, a 2016 Cayman GTS. At some point not long after the 981s were released I saw one on the showroom floor while waiting to big up my Boxster which was in for service. I thought they had done a great job of freshening up an already great looking car. In early 2015 I went to see Jay again and ordered a Sapphire Blue GTS. I love the color; I had seen press cars in magazines that color but never a real one on the road. The car has performed flawlessly and is simply amazing to drive. I find myself looking for excuses to drive it, even if it's only a couple of miles to the grocery store. I also noticed that I'm putting mileage on this car at almost twice the rate of the Boxster. It does for better or worse attracts attention; including that of a couple of Maryland state troopers that pulled me over the first few months I owned it. I'm not sure why, I wasn't speeding at the time, they just checked the paperwork and said "drive safely". Perhaps they were curious as what it was.

Shortly after taking delivery I joined the Porsche Club for the second time. I left the first time after a year or two because I never seemed to find the time to participate in any activities. Admittedly I still haven't but I'm hoping to at the very least to attend a monthly brunch and go on a dine and drive in the near future. I do read both the National magazine and the local one from cover to cover each month. That's my story.

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Brooklands Motor Racing Circuit

For vintage car enthusiasts or motor racing fans, a trip to Brooklands serves as an excellent day trip while visiting London. Brooklands is the World's first purpose-built motor racing circuit and its history is fascinating.

The circuit was built by Hugh Locke King, a wealthy English landowner and automobile enthusiast. While on a motoring holiday in Italy in 1905 he witnessed the Coppa Florio road race. The race had no British entrants. King learned that Britain was falling behind mainland Europe in automobile development because racing was banned on public roadways. He returned to England destined to make a change.

Locke King returned to England and began work on designing and constructing a racing circuit. When finished, the track consisted of two high-banked curves joined one side by a straight and the other by a straight, slightly-kinked, giving the track the overall appearance of a kidney bean. It was 2.76 miles long and uniformly 100 feet wide. Construction took only nine months."

The first races were held on July 6, 1907, featuring several classes and races of varying lengths. Even the first race on the first purpose-built track showed that racing improves the breed, as most cars that day were entered by members of the industry. Cars by Daimler, Napier, Italia, Fiat, Renault, Dietrich and Mercedes

all took part. A walk through the paddock would have uncovered the same racing issues being debated today, 110 years on. It was hoped race organizers would handicap cars to ensure close finishes. It was rumored one winner charged to the finish aided by the use of oxygen to increase power.

Race organizers encountered practical challenges as well. Organizers copied horse racing terminology to describe the new motor circuit and racing. This was seen to help attract a ready-made audience to the new sport. Cars were prepared in the "paddock" and were "shod" with tires. Drivers wore colored silks like jockeys, as racing cars did not yet have numbers.

Motor racing was suspended at Brooklands in 1914 with the outbreak of World War I, and it was not until 1920 that Locke King had repaired the grounds sufficiently to enable the Brooklands Automobile Racing Club to take over once again.

Between the World Wars, the track was used extensively for testing tires, oil and petrol, and served as the unique testing ground in England where cars could be driven unhindered and at top speed for as long as necessary. Companies often sponsored competitors in the hopes of publicity on the back of their success. Brooklands held the first ever British Grand Prix in 1926, and witnessed more unconventional motoring pioneers as well. Count Louis Zborowski debuted his first Chitty Bang Bang on the highly-banked circuit.

*Story and
photo by Stuart
Wirtz.*

*Continued on
page 27...*

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No pint-sized 2.0 litre V4 like the LeMans-winning Porsche 919 for this Count. Chitty 1 was equipped with a 23-litre V6 engine from a Zep-pelin dirigible. Brooklands grew throughout the 1930s and became a fashionable venue on the sporting calendar along with Wimbledon and Ascot.

The World's second purpose-built race track, the Indianapolis Motor Speedway, came along two years after Brooklands, with interestingly parallels. It too was envisioned as an automotive test facility and racing venue and both were formed when their nationalistic founders perceived their country lagged behind others in developing the motor car, the mechanical curiosity of the day.

While the Brickyard is going strong, racing at Brooklands ended in 1939. With the out-break of World War Two, the adjoining airfield was requisitioned by the Government and devoted to the production of aircraft, including Hurricane fighters and Wellington bomb-ers. Hangers blocked the straights and the high-banking was covered with shrubs and trees, all unsuccessfully to deceive German bombers. Motor racing never returned. Brooklands became an important center for aviation manufacture, where the Vickers-Armstrong company produced the Concorde.



Today, Brooklands houses a motor racing museum with the clubhouse, paddock, garages and sections of the high banking well preserved. It remains too the home of British avia-tion with many historic airplanes, including the Concorde, on display.

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July 2017 new Potomac members

New Members

Musab Alkateeb - 2012 Cayman R - from Clifton	Adam Habibi - 2014 911 Carrera - from Rockville	Misha Mansoor - 2014 911 Turbo - from Silver Spring	Garry Rosemond - 1988 944S - from Washington
D Baxter - 2006 911 Carrera S Cabriolet - from Washington	Todd Hicks - 2016 Panamera - from Centreville	Steve Marks - 1993 911 Carrera 2 Cabriolet - from Falls Church	Brad Slack - 1995 911 Carrera - from Reston - transfer from Rocky Mountain
Jim Busch - 2017 Cayman S - from Silver Spring	Edward Johnson - 1986 911 Targa - from Harpers Ferry	Barbara Martin - 1986 928S - from Mclean	Jeff Smith - 2005 911 Carrera - from Leesburg
Matt Curry - 2007 Cayman S - from Alexandria	John Johnson - 2008 911 Carrera - from Burke	A McAllister - 2006 911 Carrera Cabriolet - from McLean	Erika Spagnola - 2016 Macan S - from Washington
Christopher Cova - 2011 Cayenne Turbo - from Aldie - transfer from Oregon	Greg Jones - 2010 911 Carrera 4S - from Leesburg	Todd McGee - 2006 911 Carrera - from St Augustine, FL - transfer Florida Crown	Ron Tilton - 2007 Cayman S - from Frederick
David DeSilva - 2007 911 Carrera Cab - from Herndon	Tae Kim - 2014 Cayman - from Ashburn	Brandon McConnell - 2007 911 Turbo - from Stafford	Nick Whitehall - 2007 911 Carrera S - from Fairfax
Girish Durgaiah - 2016 911 C4 GTS - from Clarksburg	Nicholas Kinart - 2017 Cayenne S E-Hybrid - from Clarksburg	Adam Meredith - 1986 911 Cab - from Frederick	Jolly Weil - 2015 Macan S - from Crozet - transfer from Shenandoah
Marshall Enos - 1983 944 - from Potomac	Thomas Lash - 1977 911S Targa - from Gainesville	Robert Parker - 2017 Cayman - from Washington	Warren Williams - 2008 Cayman - from Brambleton
Paul Gilbert - 1995 968 Cabriolet - from Springfield	Elizabeth Lynch - 2002 911 Carrera 4 Cabriolet - from Gaithersburg	Lister Rivera - 1982 911 SC - from Alexandria	

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August 2017 Potomac anniversaries

Anniversaries

40 Years

Stephen & Christine Heyse

35 Years

Dean & Carroll Drewyer

Joseph & Lynda Mayberry

30 Years

W & Monica Adams

James & Kathleen Carr

William Locke

25 Years

Tony & Sharon Joe

Colin & Pamela Smith

20 Years

Richard Fohl & Daniel McCarty

Patrick & Shari Marsden

David & Olga Wall

15 Years

Christopher Osborne & Jane White Osborne

Brian Peters & Alicia Lynn

Gillian Price & Mike Belz

Michael Shah & Faith Pettit-Shah

10 Years

Jason & Eve Angerosa

Roberta Breden

David & Owen Cattler

King & Judi Gillespie

Milton & Kevin Hill

Paul Kravetz

Rob Lorndale

Hans Mulberg

Donald & Susan Utley

Eric & Patricia Widra

5 Years

Christopher Arantz & Zoe Sherman

James & Cynthia Brady

Lonnie Carey

Robert Graham & Sandra Facinoli

George & Pamela Hovis

Michael Johnson

James Mcalary & Tara Bradburn

Greg Strimbu



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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Readers and Their Cars

Right: Members gather at the monthly PCA brunch. Photo by Glenn Havinoviski.

Below: Tom and Linda Neel on Skyline Drive.





Left: Eric Middleton's 356C at the monthly PCA brunch. Photo by Glenn Havinoviski.

Below: Nothing like taking a Friday off driving these gorgeous curve-carvers on Skyline Drive. 2014 911 50th Anniversary Edition and 2015 Cayman GTS. Photo by Asim Mishra.





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