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## der Vorgänger

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**PORSCHE**



# Porsche Yesterday, Today, and Tomorrow

Three weeks ago, I departed on a 3 day trip to Colombia. From there I went to Bangladesh for 7 days. Upon returning, I immediately started a much-anticipated family vacation in Florida. When I get home, my car will have been parked continually in my garage at work for nearly a month.

This has given me some considerable flight time to think about my car. I have written previously about whether you can miss your Porsche and have concluded that, indeed you can. This is different – I have had enough time without the car to begin thinking about not having a Porsche at all.

Certainly, I will have a car and given my history, it will likely be some kind of performance car - but does it really matter if it's a Porsche? I'm known among my business and social acquaintances as a Porsche guy but no one I know would give it a second thought if I gave up Porsches. My family would be surprised but would presume I had simply lost interest or "moved on".

The thought of not having a Porsche, even with moments for reverie, has not actually been a serious consideration. If my circumstances were to dictate spending less on a car, I would get



Glenn Cowan



Michael Sherman

an older Porsche. If I couldn't any longer get into a sports car, I would get a four door Porsche.

Why the obsession? It's not only because I have driven Porsches for 35 years. I was a serious student of the Civil War for 25 years and moved on. I was a US Army infantry officer but time and tide propelled me to move on. I was a serious political operative and held elective office twice - but moved on. The company I founded is 20 years old but I am considering retirement. Other than my family, the the only other thing I am not going to move on from is my Porsche. But why?

Community is why. I don't golf, play poker, fish, or bowl - alone or otherwise. I drive a Porsche. I spend time with all of you who also participate at Autocross, Rally, Drive and Dine and open Board Meetings. Even without doing DE and Club Race I go to these events and see you there - and I edit and write stories for this magazine. Preposterous as it may be, Porsche is one of the organizing principles of my life and I'm not giving it up. Also, what would I do with all that logo gear?

– Glenn

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# A Busy Month

September is a busy month for Potomac with activities occurring every weekend! The month starts with three different events, including our Driver's Education program at VIR for our annual Labor Day weekend event. Also on September 1st is our Gathering of the Faithful Concours, featuring 356s, at the Bavarian Inn in Shepherdstown, WV. In addition, the Drive and Dine program has an early morning drive scheduled that ends at the Gathering of the Faithful.



David Dean

The following Saturday (the 8th), the DE crew is at Summit Point on the Jefferson Circuit for our fall High Performance Driving Clinic (HPDC). This is an event for those that are new to performance driving. The day consists of classroom time and in car exercises focusing on car control skills. This is a great way to learn the capabilities of your car. It also serves as one way to meet the requirements we have for participating in DE's.

Our Autocross program is at Summit Point's Washington Circuit on September 9th for our sixth Autocross of the year. An autocross is a timed event through a course marked with traffic cones. The course will typically involve a mix of slow and medium speed corners, short straights, and slalom sections. We host an Autocross School at the beginning of each year, and have instructors at each event for those who are new to the sport.

Region is the birthplace of the PCA Club Racing program! This will be our 27th year of hosting a race! The weekend consists of a practice day on Friday, that concludes with practice starts and a fun race. Saturday is a day of sprint races; races that are typically 30 to 35 minutes in length. Sunday finishes the race weekend with another sprint race for the Vintage Group and 90 minute enduro races for the non-vintage groups. The weekend is a great opportunity to see some quality racing and wonder through the paddock and check out the spectacular cars! On the 22nd, Drive and Dine will be doing a drive that ends at the Club Race.

The 28th to 30th is the 928 Frenzy. This is a weekend gathering of owners, vendors, and enthusiasts of the Porsche 928. This year will be the 21st year of The Frenzy. Saturday the 29th has both our Fall is Coming Rally and The European Festival Concours on the schedule. Our rally's have been described as "a scavenger hunt in your car" and are "Gimmick Rallies". Please check our website for a more complete description of our Rally program and details on the Fall is Coming Rally. The European Festival Concours is a chance to display your Porsche at the European Festival held on the Campus of Valley Health Systems in Winchester, VA. The festival offers traditional, food, beverage, music, and entertainment from the British Isles, Germany, and Italy.

September 21st to 23rd is our annual Club Race. The Potomac

I hope to see you at one of our September events!

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# Potomac's calendar

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

## September

Aug 31- Sept 2 DE at VIR

8 HPDC Jefferson Circuit, Summit Point

9 Autocross #6, Washington Circuit, Summit Point

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

21-22 Club Race, "Rock the Summit", Summit Point

22 Club Race Drive & Dine

28-30 928 Frenzy

## October

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

14 Autocross #7, Bowie Baysox Stadium

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

26 DE Volunteer Appreciation

27-28 DE Summit Point Main

28 Fall Foliage Drive & Dine #1



## Cars & Coffee

### Hunt Valley, MD

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

### Burtonsville, MD

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

### Great Falls, VA

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

### Dulles, VA

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

### Winchester, VA

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

### Bethesda, MD

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

## Potomac Monthly Brunches

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

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

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







# A New Autocross Venue Delights Drivers

*Story by  
Lara M. Peirce,  
Autocross Com-  
mittee, Registrar*

*Photos by  
Tommy Greco*

When you live in an urban area like Washington, D.C., finding a spacious, affordable, parking lot for autocross is incredibly difficult. For the past several years, the Potomac PCA Autocross Committee has searched for new and exciting places to hold autocrosses, with little luck . . . until we re-discovered the Washington Circuit at Summit Point Motorsports Park. This circuit, which is used predominantly for drifting (a driving technique involving intentionally inducing oversteer while driving the car through a corner), provides for a much faster, adrenaline-filled, complex, driving experience than most venues closer to D.C. As the participants of Potomac PCA's fourth autocross of the season can attest, the drive to Summit Point, West Virginia, was a small price to pay for an exhilarating autocross on July 15, 2018.

The event began, a bit later than our usual events closer to D.C., with registration and continental breakfast in the air-conditioned, modern classroom building. Then the 67 drivers walked the course to learn its fast twists and turns, which included driving on a skid pad at about 40 mph. The finish was fairly fast, with some drivers reaching 48 mph. After two heats and six runs for each driver, the driver who completed the course with the fastest time was Dean Moheet in his 2003 996 Carrera.

New and experienced autocrossers equally enjoyed the challenging, fast course. One participant was professional race car driver and Potomac PCA member Mike Levitas, who was like a kid in a candy store as he





took in the ways of this new-to-him motorsport. Mike's driving skill and his liveried, light blue, modified GT3 RS race car attracted much attention. Michael and Pat Kaunitz had many family members in town, and some drove their first autocross, while others cheered on the drivers and took a few thrilling rides with instructors. Gary Baker, a perennial top 10 finisher, chose the joy and challenge of driving his 2010 Cayenne GTS for this event rather than his 2014 991. Mark Francis came to observe, but he became a driver when John Vrankovich offered to share his car with Mark. Announcers Tessa Hall and Catherine Keaty kept the crowd informed of the results and provided amusing and excellent play-by-play of the event. The day would not have been complete with-

out the awards and raffles at the end of the day. The novice "class" winner was technically Mike Levitas, but the award went to non-professional driver Edward Jones in his 2018 911 GTS.

Although the drive to Summit Point, for many, is longer than a drive to Bowie, Maryland (home to most of Potomac PCA's autocrosses), Potomac PCA's autocrossers expressed a desire to hold some events at Summit Point this season. Judging by their smiles and positive reviews, they are looking forward to the next autocross at the Washington Circuit on September 9, 2018. You will not want to miss it!

*Above: George Elliott and Michael Tavenner enjoying working the course in the second heat.*





# LETTER FROM EUROPE

## 24 HEURES DU MANS 2018

### La Vie en Rose

Story and photos  
by Daniel Mu-  
narriz

107 class victories that have built the sports heritage of Porsche. Le Mans 2018 was the perfect occasion to celebrate the 70th anniversary and, as in the work of Édith Piaf, give continuity to that "magic spell" in which the Stuttgart brand seems to have fallen with the classic French race of races.

We will remember this race for the 20th attempt of Toyota to take the victory, alone, without possibility of error. The presence of Fernando Alonso, double world champion guaranteed some media interest, there was the opposition by private teams and an EoT (Equivalence of Technology) in trying to equate performances ended up leading to an insurmountable gap between Japanese cars and the rest of non-hybrid LMP prototypes.

But we will also remember 2018 due to the lack of Porsche in LMP1, and a commitment on the part of Porsche to increase its presence in the GTE class, increasing if possible, the interest in the most disputed category.

#### GTE Pro: Guaranteed spectacle

Six brands, representing four countries, raced in the "Pro" category (last generation cars with three professional drivers). In addition to two Corvettes C7R, four Ford GT (Ganassi UK and USA), two Aston Martin Vantage AMR, three Ferrari 488 GTE EVO (AF Corse) and two BMW M8 GTE, Porsche presented four official 911 RSRs. Two were regulars of the World Championship of Endurance, maintained by Team Manthey and carrying evocative historical liveries for this occasion that, immediately aroused the enthusiasm of the

public. The no. 91 (Gianmaria Bruni, Richard Lietz and Frédéric Makowiecki), based on the schemes of the 80s (Rothmans) and the no. 92 (Kévin Estre, Michael Christensen and Laurens Vanthor), showing the iconic scheme created by the designer Anatole Lapine (later responsible for the Porsche design department and author of the 924 and 928, among others), inspired by the cutting of the pig, as allusion to the voluptuous shape of the legendary model 917/10 of 1971. The other two Porsche were exploited by the American team Core Autosport with some former winners among their ranks: Patrick Pilet, Nick Tandy, Earl Bamber (No. 93) and Romain Dumas, Timo Bernhard and Sven Müller (No. 94).

In addition to the increase in human and financial resources, to optimize the development of the model, there were some engineers from the extinct LMP program, fueling internal competitiveness.

In qualifying, Gianmaria Bruni marked an "unreal" time of 3'47"5, one second and a half faster than any other rival in the category. The Italian driver claimed to have benefited from "adequate" traffic and various aerodynamic suction effects from other competitors. In any case, it meant a new argument to adjust the BoP (Balance of Performance) the day before the race: 10 kg more for all the 911 RSRs, 10 Kg less for the Aston Martin, obviously, outside the reference times of the category.

With a cool and uncertain forecast and a slight decrease in the present audience (256,900 spectators), Rafa Nadal, the recent winner at the Clay Court of Roland Garros, lowered the French national flag, giv-



ing way to the 86th edition of the 24 hours of Le Mans.

In the first quarter of the race, the BoP seemed to balance precisely the options of each competitor, ensuring the show on the track. From the fratricidal confrontation between the number 92 and 91, it was passed to a magnificent duel between the Porsche of Fred Makowiecki and the drivers of the Ford #67 (Priaux-Tincknell-Kanaan) and #68 (Hand-Müller-Bourdais), who exchanged overtaking in each section of the circuit.

In order to keep all the participants grouped, the complex refueling rule imposed a maximum of 14 laps per stint, except the first (12 laps) and the last one (13 laps). Incomprehensible for the public and even more so to Ferrari who could not demonstrate his skill in planning and strategy, leaving out of place the figure of the track engineer.

Exactly after just 3h 40 of the race, there was an incident of significance for the development of the events: Makowiecki (Porsche #91) and Bourdais (Ford #68) delivered the victory to Estre when a safety-Car appeared while they stopped for refueling. The Porsche #92 was released, half a circuit ahead and favored a lead of 1'30" that nobody could save, until the end of the race.

It was during the night when the little flying pig secured the advantage over its pursuers. By the mid-distance, the leading Porsche was already distancing itself definitely with a lap on his brother no. 91, who starred in an anthological fight with the two Ford of

the Chip Ganassi Team.

The mild temperatures, even with the risk of rain, favored the exploitation of 911 RSR tires. The positions were stabilized and in spite of the uncertainty of any mechanical affair or incident in the pits, and the head trio rolled solitarily towards victory.

The Porsche no. 91 performed its mission to the end, magnifying the victory and containing the two persecutors Fords, who got the third place on the podium thanks to Joey Hand, Dirk Müller and Sébastien Bourdais.

The Ford #67 was penalized after the race, for breach of the minimum hours behind the wheel of Tony Kanaan. In this way, a discreet Corvette (Magnussen-Garcia-Rockenfeller) inherited the 4th place thanks also to the modest performance of the debutants Aston Martin and BMW.

Ferrari suffered a disappointing weekend, finishing Vilander-Giovinazzi-Derani (AF Corse) 5th two laps behind the winners. Americans and Italians were out of the battle, in part because of the lack of evolution in their models and the impossibility of using their skill in the race strategy.

BMW encountered some youth problems in its M8 GTE but the Bavarians showed potential for the future. In contrast, the new Aston Martin Vantage AMR was the worse adapted to the level of the category. Only the BoP will can persevere models with front engines, derived from the great series.





### GTE Am: The perfect victory

There were the ingredients for an interesting race, but finally there was not the excitement expected in GTE Am (models at least one year old and only one professional driver per entry). As in GTE Pro, a questioned adjustment of the BoP at the last minute (10 kg more for the 911 RSR, 10 kg less for Aston Martin), did not change the panorama. The Aston Martin Vantage were not able to keep up and the Ferraris only maintained the fight during the first part of the race, exchanging the lead because of the pit stops. After twelve hours of racing, the positions were stable and the situation was controlled by Matt Campbell, the rookie Julien Andlauer and Christian Ried who together with Patrick Dempsey, runs the Dempsey-Proton team.

The Ferrari of Flohr-Castellacci-Fisichella (Spirit of Race) could never reduce the distance with the leaders, finishing second.

The brilliant result of the Dempsey-Proton team, which count with the last generation 911 RSR (2017), topped a perfect weekend for Porsche, taking the counter to 107 class victories, an absolute record.

### Historical commemoration

Toyota fulfilled the dream of winning at Le Mans, Fernando Alonso took a step forward in the pursuit of the triple crown (Formula 1 World Championship, Le Mans and Indianapolis 500) and Porsche celebrated his 70th anniversary in his own way: winning again!

There was a perfect scenario with the "Sau", ahead of another "historic" Porsche. The bet for the 911 RSR model programm, gave its reward, that until now it had only obtained 2 victories in 20 races in IMSA and

WEC series combined.

The intervention of the Safety-Car advanced the events but probably did not change the result: The fastest and most consistent team won, at the precise moment of a historical commemoration ... and with the most beautiful car ... "and life will always be La vie en rose "

### PORSCHE AT LE MANS 2018

#### # 91 Porsche 911 RSR - Porsche GT Team

The car carrying the historic Rothmans livery of the 80s, led during the first hour but lost all options for victory because of the neutralization on Saturday afternoon. Richard Lietz, Gianmaria Bruni and Frédéric Makowiecki assured a double triumph acting as containers of the Ford GT squad, with which they maintained a fierce fight.

#### # 92 Porsche 911 RSR - Porsche GT Team

A historic victory for a historic scheme. The circumstances were on their side but Michael Christensen, Kevin Estre and Laurens Vanthoor were impeccable at all times. They were the only Porsche team that still did not have victories at Le Mans. First victory also in a 24-hour race and in the WEC for the 911 RSR.

#### # 93 Porsche 911 RSR - Porsche GT Team

Always in the fight between the first three until midnight, when 25 minutes invested in an alternator problem, left Patrick Pilet, Nick Tandy and Earl Bamber with the only reward of finishing 11th.

#### # 94 Porsche 911 RSR - Porsche GT Team

A heavy crash of Müller in qualifications left the car unusable. On Friday a very used chassis was received from Germany and the work against the clock of the



Andlauer took control of the race from the second hour of the race and rolled like a clock. Born on July 5, 1999, the young Frenchman Julien Andlauer drove in an inspired manner at night, keeping firmly the lead, to become the youngest winner in the history of the 24 hours.

#### # 80 Porsche 991 RSR - Ebimotors

Despite extensive experience in Italian and European championships, always defending the colors of Porsche, this was the first participation for the Ebimotors team at Le Mans. After a serious contact with another participant during the Saturday afternoon, the team from the province of Como, north of Milan, proved to learn quickly and achieved a sixth place in the category thanks to the good performance of Fabio Babini, Erik Maris and the Danish Christina Nielsen, the only female participant.

#### # 86 Porsche 991 RSR - Gulf Racing UK

After a good start, the iconic Gulf Racing team was delayed by a runaway start in the second hour. A regular career of Michael Wainwright, Benjamin Barker and Alexander Davison was not enough to make up for lost time. The

most unfortunate Porsche team finished tenth and last in the GTE AM category.

#### # 88 Porsche 991 RSR - Dempsey - Proton Competition

Author of the pole position of the category, Matteo Cairoli ruined the hope of a fourth place in GTE Am in the final part of the race, due mistake which ended against the wall of tires in the area before the pits.

#### # 99 Porsche 991 RSR - Proton Competition

Excellent result for a team that, after a complicated qualifying, had low expectations for the race. Except for a harmless spin during Sunday morning, it was a regular and smooth race for Tim Pappas, Spencer Pumpelly and Porsche expert Patrick Long. The three Americans achieved the 4th place in the category, just behind the Ferraris of Spirit of Race and Kerting Motorsports (close to Risi Competizione), completing the success of the Proton team. ■



mechanics allowed to take the start. A break in the rear suspension at the seven hour, definitively condemned Romain Dumas, Timo Bernhard and Sven Müller not to see the arrival.

#### # 56 Porsche 991 RSR - Team project 1

Always among the fastest of its category and despite some ups and downs. After a difficult start, Patrick Lindsey, Egidio Perfetti and specialist Jörg Bergmeister, advanced to second place. The hard fight in the category during the morning of Sunday, to fluctuate between the four first positions. Only one problem with the braking system 90 minutes from the end, left them without a place on the podium. Positive experience for the German team that despite its 25 years of experience, debuted in the French classic.

#### # 77 Porsche 991 RSR - Dempsey - Proton Competition

Matt Campbell, Christian Ried and rookie Julien





# Grab Your Camera and Rock the Summit

Story by Mike Kelley with assistance from Pat Kaunitz & Michael Kaunitz

Above: Spot E Turn 10, photo by Eric Trexler.

With the PCA Potomac “Rock the Summit” Club Race right around the corner, racers are busy prepping their cars and the enormous volunteer team is gearing up, but what about the hundreds of friends and family that come to view the race? What do you need to know to have a great weekend?

Club Race is held this year on September 21, 22, and 23 at Summit Point Motorsports Park in Summit Point, WV. Once you sign in at the main gate, you will encounter our Welcome Tent Volunteers. You will be greeted, signed in, given a program, have your questions answered, and sent to the guest parking area. Pro Tip: If you are bringing the kids, help speed up the check-in process by printing the “minor as an

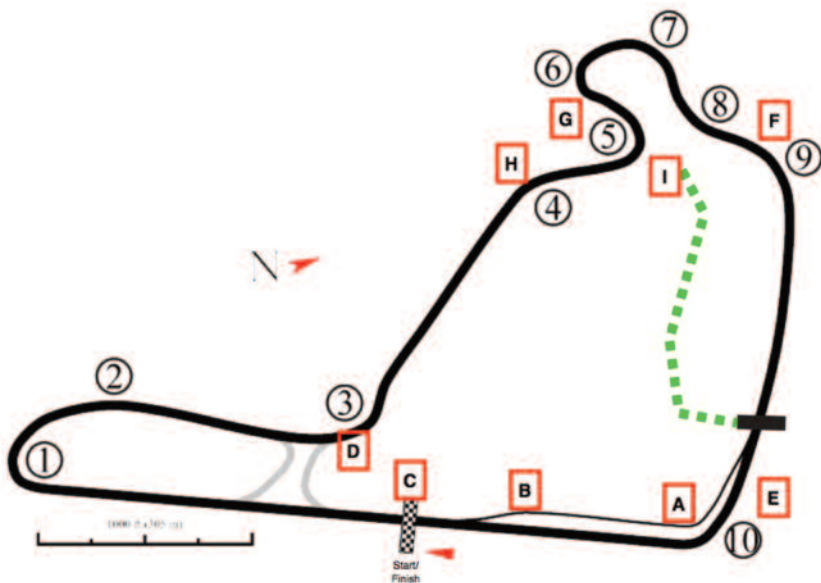
observer” waiver in advance, have it signed by one parent and bring it with you. (<https://www.pca.org/resource/waiver-minors-observers>) Please remember that children must remain with an adult at all times.

After you check in with “your” racer(s), load either the “Race Monitor” or “Race Hero” app on your smartphone to see the on-track standings in real-time. These apps will allow you to see races standings that are happening all over the world. Just select our race from the list.

Now, with camera in hand, you are ready to capture all the exciting moments of the weekend, but where do you go from here? Wander the paddock and check out the cars and teams and see how much work goes into preparing a car to go on track. Here you will find yourself immersed in a dreamland of vintage and modern race cars that offer great angles for close-ups. You’ll want to come back at lunch time to take photos when all the cars are dormant, but for now continue through the paddock. Be sure to climb the Turn 10 Tower (A) & Pit Out Tower (B) at the beginning and end of The Grid respectively – always popular places for visitors to view the action.

Ask someone to point you towards the control tower, or you can find it on your own by walking towards turn one along the gravel road from the Pit Out Tower (B). From the hill that surrounds (C), you will be able to see cars going down the front straight and hitting the brakes hard before Turn 1. They disappear





for a moment and then reappear heading back towards you for Turn 3.

You can venture down near the bridge to the Starter's Stand, but the bridge itself is off limits. The area around the Starter's Stand bridge offers some good high speed shots and is an especially good place to see the field all grouped up for the start. Please remember that all of the workers with headsets on are listening and contributing to the "racenet" that controls the actions of all the safety staff at the race. If they have an intense look on their faces, please leave them undisturbed and ALWAYS comply with any direction that they give you.

Next, you can walk down the far side of the hill towards the Turn 3 corner worker station. (D) Standing on the far right of the fence line will give you good shots of the cars entering this uphill blind turn. If you walk to the far left end of the fence it is a great spot to take some shots as the cars head over the hill and disappear. The mountains in the background may give you some great scenic shots.

Once you have explored all of the paddock viewing spots, jump back in your car and head back over the paddock bridge, the way you originally entered. After the bridge, make a right following the dashed red line which will bring you to the grandstand at Turn 10 (E) that you saw from the Turn 10 Tower. From here you will be able to take pictures of the cars entering the turn, as well as getting good shots of them heading towards the start finish bridge. Lots of passing occurs as cars try to carry as much momentum as they can to get a good run down the front stretch and don't be surprised if it

appears as if the cars are moving sideways through the turn – it's that fast! With the sun coming up behind you this is a good spot to get in the morning. Onwards.

Head back towards the main gate and you will come to the very large grandstands at Turn 9 (F) that you saw when you arrived. Park your car and take a seat up at the top. Almost half of the turns on the Summit Point Circuit are in your view and cars are streaming down the

hill (Turns 4 & 5), around the carousel (Turns 6 & 7), and working their way back up towards the bridge (Turns 7, 8, 9 and towards 10). Engines are screaming, tires are squealing, and the smell of race gas fills the air. You're at the track and life is good. High above the track yields some neat vantage points, but there is plenty more to see.

Take the road away from the main gate keeping the track on your left. Continue around until you find yourself in between Turns 4, 5 & 6. You can park near the fence on the left. The tiny bleachers to your left provide a cool spot to get very close to the cars – you can practically see inside them. If you go the far left of the fence there and shoot down low between the fence rails, level with the cars, it will seem as if they are coming right out of your photos.

The next spot to shoot from is one of the most chal-

appears as if the cars are moving sideways through the turn – it's that fast! With the sun coming up behind you this is a good spot to get in the morning. Onwards.

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*Below: Spot I  
Turn 4, photo by  
David Spohn.*







dirt & gravel road immediately in front of you. (green dashed line on map) Once on the gravel road, keep bearing right and soon you will be out of the woods and in a field across from where you started the day (1). There are two grandstands here; one straight ahead and one off to the left. To your right you will be able to get good shots of the cars going up the hill. Straight ahead you will see cars transitioning from right to left hand turns, often with some exciting results! And up to your left you can capture the drivers trying to out brake each other as they carry as much speed as they can down the hill and into turn five. This is a great spot to capture the historic “Datsun” billboard as a backdrop.

At the end of the day head back into the paddock. Come into the classroom building or the pro shop to buy some souvenirs or grab a snack at Chez Summit. Once the racing day is over, join “your” driver to hear the stories from the day. Who knows, maybe you’ll even have some to share! There are many great places to visit around the track and it’s up to you to decide which you like best.

We hope this guide helps you on your journey around the race track. Come join us at the PCA Potomac Club race and we look forward to seeing you at more events in the future. ■

Top: Spot D Turn 3 photo by Ken Hills

Above: Spot D Turn 3 photo by Mike Smalley

lenging spots (H), and that is up the hill right next to the Turn 4 corner station. Here you are shooting at a very tight angle over the concrete barrier, but you can get some cool shots of the cars hanging on through the turn as they are at the limit of adhesion. You can also get some pictures of them coming over the hill from Turn 3.

You may have noticed the grandstands across from Turn 5. If you are up for an unpaved adventure, you can head to the infield. To get to the infield, you are going to be heading into the woods. Go back towards the paddock, but when you cross the bridge, take the

# The Shortest Distance Between 10 Points

The first half of 2018 ended nicely indeed with a Potomac PCA Rally on 30 June. The second rally of 2018 started at the Worthington Manor Golf Course in Urbana, MD. Ralliers had a “get going” breakfast and then paid their usual rapt attention to Craig and Linda Davidson, our Rally Masters, who explained their latest challenging way to drive 100 miles or so through the Maryland countryside. The goal of this rally was to reach each of the designated way points, answer some obscure questions and get back to Worthington Manor in the shortest distance!

Teams were given maps (yes, paper maps with all kinds of odd markings on them) and a list of places to go (including five golf courses) and questions to be answered. The answers to said riddles were to be found in a designated “grid square” (look it up in your desk dictionary) at a grid location on the map. How hard could this be? Somewhere in the grid square that encompasses the town of Boyds was the answer to the question, “who has the goods?” My wife Kathy and I are still looking.

About those golf courses. To prove you actually drove to them, some proof was required – namely a score card or pencil from the course. The pro shops at each course had been forewarned but we still got some odd looks as Porsches in random order descended on each looking for swag.

About four hours after starting we all found our way back to the initial golf course for a nice lunch

during which Craig and Linda determined winners based on most correct answers and shortest distance driven. Of the 15 teams competing, 2 came in with perfect scores, meaning they reached all the destinations and answered all the questions correctly (including “the goods”). First place was given to Eric Kohls and Sarah Eilers, who drove 3 miles less than Kirstin Knott and her navigator Kris O’Brien. Of the remaining teams, 11 had a tying score, so 3rd place was again determined by least number of miles driven. That honor went to Linda Wilkinson and Lesa Scott, who drove 5 miles less than the others with the same score.

The final Rally of the season will be on 29 September, details TBD. I look forward to seeing you there.

*Story and photos  
by Glenn Cowan*

*Bottom: Winners from left to right: 3rd place Linda Wilkinson and Lesa Scott, 2nd place Kris O’Brien and Kirstin Knott, 1st place Eric Kohls and Sarah Eilers*





# The Virginias' Highlands Tour

Story by Alex  
Lunsford

We just returned from our eleventh annual Porsche Potomac club trip, and our 7th to the Virginia Highlands and Bath County, VA- the only county in Virginia with no stop lights. Thirty great friends, Willie Smith and the Southern Rail Express bluegrass band, a great visit with Sheriff Plecker, the magical Inn at Gristmill Square, some blown glass, a blown left rear caliper bolt near the Lake Moomaw beach, amazing roads, wonderful food and wine, a spectacular run up to the top of Virginia to see Ingalls Field, some history, some ignominy, some notoriety, some insobriety (stationary), and a couple extra laps for your host to pack out what I packed in (my Corvette, whose left rear brake succumbed). As advertised, there were goofs, but we wouldn't have it any other way.

Thank you up front to the Porsche Club of America Potomac Chapter, to my co-pilot and co-host Virginia St. John, to the Bath and Alleghany County Sheriff offices who helped me handle issues including dodging the Gran Fondo, the staff at the Depot Grille in Staunton and the Fudge Shop in Covington for great lunches, the amazing owners and staff at the Inn at Gristmill Square (thanks Kate, John, Crystal, Mike and all Gristmill Square staff), Cochon D'Or and Sam Snead's, Ed Jalink for his great maps and willingness to help, Jim White and Rob at HSP / Ingalls Field for the tour, James Deboe, Richard Ross and the Homestead staff who accommodated 18 cars right up front for a photo, all of the beautiful people of Bath and Alleghany counties who are so much fun every year, and the almost 400 car and fun-loving people who have participated in this event over 11 years. We've contributed over \$150,000 in tourism dollars to the areas we've visited over 11 years and we will be back again next year.

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



Day 1 – Fri  
We met at Haymarket, VA at 10 am and reviewed PCA policy, signed our forms, assigned our lead (me) and tail car (many thanks Mark Fortune, Kristine Kelly, Mark and Laura Kissel), re-

viewed maps, and passed out radios. Then we reviewed my rules – no whining, smiles mandatory, tops off when possible, and (given a volunteer operation of this size and complexity), EXPECT GOOFS.

We headed west down 55, south towards Warrenton, then west on 211 towards Sperryville. Crested the Shenandoah National Park summit under a beautiful July day. 35 mph up and over in the park? – c'mon man.

We stopped in Shenandoah, VA for gas at the Exxon and break #1. Thanks to the nice folks in the laundromat behind who handled overflow parking. Next was lunch was in Staunton at the fabulous Depot Grille on Middlebrook St. It has a gigantic bar shipped in by rail from NY worth seeing. We had a great meal as always – thanks to the Krissies who are always so smooth. Then we headed next door to Sunspots to see Jason demonstrate Italian Murano glass-blowing techniques.

We turned west on 250 over 3 mountain ranges and what must be the most photogenic and sickest 270 degree hairpin turn in Virginia. Whoever you are or were, that bulldozer driver who cut 250 west just east of McDowell was an artist. Thank you. We then headed south from McDowell towards Fort Lewis and began to feel like the animals wanted in on our parade as I counted: 10+ deer, 1 bald eagle flying right above us in the gorge above Williamsville, 1 red tailed hawk following him, a dozen bunnies and chipmunks, and a skunk or two. Mercifully we managed to avoid all.

We pulled into our private 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 Kenneth Lowry, Jim Almarode, David Cannaday and Ted Lawhorn, played bluegrass from Bath County. I had alerted Sheriff Plecker who came by to meet everyone and welcomed all to Bath. What a showman. Thank you.

Dinner for 35 followed with appetizers (stuffed tomatoes were sublime), prime rib, fresh veggies, fresh breads, and homemade maple cake was exemplary. John and Kate Loeffler, proprietors of the Inn, and also operators of some of my favorite things in Bath County – Les Cochon D'Or and Sam Snead's, – were magnificent hosts as always. Thanks as well to Crystal, Mike, Ashley, Lindsay and all the Gristmill Square staff. We enjoyed drinks in the wonderful Simon Kent bar (seats 8 – barely) until the wee hours and retired.

Day 2 – Sat. Gassed up in the only place with 93 octane (thanks Sunoco) and headed on our counter-

clockwise rotation through Bath and Allegheny County. We needed to avoid Clifton Forge and Covington, VA on Sat am as the Allegheny Gran Fondo 100 mi bicycle race was underway on the same roads. We headed west on 39 under surprisingly dry and patchy cloudy weather. With cooler temps we made even more than our typical 6500 hp, and what better place to put it to good use?



We arrived at Lake Moomaw Marina for a stop at the naturally greenest and most empty Virginia lake you will see in mid-July. Then I 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 the beautiful Moomaw headwaters.

We cruised to Lake Moomaw beach via the Coles road and suffered our first and only mechanical failure in my 11 years at this. And it was my car! A left rear caliper bolt on my Corvette broke or dropped out, letting my caliper drag on the rim. I do my own brakes so I have no one to blame but myself. I had no serious tools or the part, so we left it and piled into a friend's car to lead the trip as passengers. Goofs will happen, and fun is impatient. Thanks to the Park for not towing my car Sat night. Thanks as well to my 17 other German car drivers who chose not to pile on too much about the fact that the only car to succumb on this Porsche trip was my bright red Corvette. Especially after all the ribbing I have served up to my German car-owning travel mates about fragile German reliability. Ugh. The shame. Karma drives a Porsche it appears.

So after a brief tour of Moomaw Beach, we paused at Gathwright Dam, one of the largest earthen dams in Virginia at 257 feet tall and holding back 40 billion gallons of Lake Moomaw. Thanks to the Army Corps for this awesome dam.

Next we headed to a fantastic custom lunch at Fudge St café in Covington, which opened 2 hours early for us. Wonderful service and meals. Thank you to Donna, Brittney and the entire staff 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 Ingram 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 mostly empty, with tighter turns, WHILE GAINING 2,709 FEET OF ALTITUDE! We hereby dub this road Virginia's "Tooth of the Dragon."

My driver for this leg, Ragnar (Rocky) Borgh of Sterling, VA in his pristine e39 BMW M5 is a 777 United pilot and former Swedish Airforce. He has

driven the Alps many times and said this was on par. What a road. What a drive.

At the top I had pre-arranged with Ingalls Field Airport manager Jim White and assistant Rob Casler to get a tour of the field and its impressive 5600' runway. Jim was out of town, so Rob did an expert job leading us to end of the runway with 40 miles visibility across God's favorite valleys for a superb photo opps. Thank you Jim White and Rand the staff of Ingram Field. The Sales manager for the Homestead, Richard Ross, also happened to be there and he gave us a history lesson on Ingram Field and on the Homestead.

From there we headed to The Homestead for Ice cream and a quick tour. Huge thanks to James Deboe, the Transportation manager, who managed to let us park 17 cars briefly in front of this 252 year old grand spectacle for a wonderful photo. We always come back because of the generous hospitality.

We arrived back at the Inn 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.

Late night we ended up in the Gristmill bar and sampled wines from the fabulous cellar we cannot even find in Northern Virginia including a rare Lorette vineyards Cabernet from the Walla Walla, WA region.

My co-pilot Virginia St. John and I got up early to go rescue my Vette, so we headed back to Northern Virginia with a friend, got my truck and trailer and went back to Lake Moomaw to retrieve the car and then dragged it home in the same day. A sincere thank you to Virginia, who chose to accompany me across 600 more miles, and 3 trips between Bath and Leesburg, in one day. She's a keeper.

We have already booked the Inn again for the 12th annual trip for 7/19/19 – 7/21/19 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 I've seen.

In sum, 35 great friends, 6500 HP, 15 Porsches, some Audis, a BMW, and Mercedes... and my beloved Corvette on a trailer. Priceless.





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# Go Configure

It's the dream of many to acquire their first new Porsche. An even deeper dream is to configure one from the ground up, just the way they want it, down to the last detail. So, using the iconic Porsche 911, I'm going to share why I think it's best to begin your configuring from the roof down. Now notice, I didn't say to order it with the roof down, I said to begin from the roof down. With so many variants of the 911, starting with the roof is simply the biggest and most straightforward decision. This approach works with the Cayman/Boxster too, and I think you'll find that my steps past the roof choice, or possible lack thereof, may also help with whatever new Porsche you choose. Let's get started.

It is worth mentioning that no other car on the planet offers as many roof choices as the 911. Your roof choices are Coupe, Coupe with sunroof (painted), Coupe with sunroof (see-through glass), Targa and Cabriolet. In rarer cases, you will also have the option of a Speedster or a Spider, but let's shelf them for right now because those are limited specialty models with unique roofs unto themselves. So, each roof is meant to offer both a functional and aesthetic use and appeal. Where uses are concerned, the Coupe is the most rigid structure. Yes, there is a look about it, but its rigidity also makes it the best track oriented roof choice of the bunch. A sunroof maintains much of that rigidity but allows for ventilation and sunlight. Porsche happens to offer their sunroof with a solid painted metal panel or tinted glass.

Now for roof off options, the Targa vs. the cabriolet, are not only about more sun, fresh air and that in the open feel, they also represent very different aesthetic design approaches. While Cabriolet or convertibles have been with cars through the ages, Porsche's original Targa design from 1967 was named after the famed Targa Floria race around Sicily and came as a result of presumed American safety regulations by way of an inspired brushed aluminum roll hoop (or bar). The functionality of the Targa roof has evolved over the years, but either way, the roof off or down, is very different than a coupe with a sunroof. In the end, whichever roof you choose, it's the best first decision. Roof, hole in roof, half a roof, no roof, your choice!

Next up are the models within the model line. Base Carrera, Carrera S, GTS, Turbo, Turbo S and of course then, GT3, GT3RS or GT2RS. I'm going to quickly dispose of the GT3, GT3RS and the GT2RS because they are rare and extreme products of Porsche's GT department. This is not true of the GTS. The S model is a higher spec base Carrera model, (especially its brakes with red calipers), more horsepower and a few other details. The GTS is simply a highly optioned S with a few themed specialty details thrown in, all for a

better price than a very well optioned S. A GTS is not a true GT car a la the GT3 and others, make no mistake about that. It is, however, more car than you will ever need for the street [and likely the track] because to be painfully honest, the base 911 Carrera is all anyone in America will ever really need for the street. In fact, it's quite a bit more, even with its lower spec horsepower engine and brakes. Keep this in mind, our top US speed limit is 85mph (in Texas), and the base Carrera will top that by nearly 100 miles per hour! Truth is then, the Carrera is fully capable of blistering any speed limit in quick fashion, and its brakes are just as capable of shedding all of that about as quickly.

This is where it gets tricky though because budget comes into play here in a big way. A base Carrera starts \$91,000, and you'll not likely get one at that price. Some options are always going to make it into the car. But the base 370hp car is plenty quick, (4.4, 0-60), with a top speed of 183mph. Not exactly slow, especially when you move to the high end of the spectrum and look at the Turbo S. At a starting price of almost exactly \$100,000 more, you certainly do get more ponies, and it is at least a second and a half quicker to 60. The extra top speed to around 200mph is hardly worth mentioning though since essentially no one reading this will ever even hit the base Carrera's top speed. It's like saying the car comes with a unicorn, but you can't see it. Everyone gets to know you own the unicorn though, and sometimes that's of value.

So jumping to an S, GTS, Turbo or a Turbo S, has much more to do with the depth of your wallet than true street performance need. I will say that DE and track day seekers will likely be happier with the S spec version or above, depending on how often you do these types of events. But all are great cars. All are going to be fun to drive. All will give you pride of ownership. I can only say as an example, that I would personally rather own a well optioned Carrera than a low optioned S version. Porsche's Standard interior, found in both the Carrera and Carrera S, is in my opinion nearly inexcusable for the price of the car. You can easily find cars half its price that put its interior to shame, and the lowest option for leather with stitching is \$3,850. While it seems silly to have to pay this amount for leather in a \$90,000 car, in my opinion, it's worth it and easier to justify it as a \$95,000 with a proper interior. Others may not agree, but having owned both, I can only share that since you spend most of your time inside looking out, the look and feel of their better interiors make you happier overall with the nut you just cracked in owning it. Compare both before buying.

That's the budget dilemma I was speaking about

Story by Tom  
Neel



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though. Tons of money burning a hole in your pocket, buy whatever. But if you are checking off those boxes on the configurator and see the car's price ascending rapidly, you may want to rethink that \$14,000 jump from the Carrera to the Carrera S, which is buying you performance, but is it performance you'll use? Remember, that extra \$14K is not buying you a better interior and you are still getting the basic 4-way seats, not the expensive optional 14 or 18-way versions. Also consider, if you want the Cabriolet, the non S version Cab has a base price of \$103,400. As the cab's goal is not track oriented, it seems natural to care more about a well-appointed interior and convenience options, more so than bigger brakes and more horsepower. These are all personal decisions though.

Which brings me to our next decision, the transmission, manual vs. PDK automatic. It is worth noting that Porsche is one of the few manufacturers still making a manual transmission and for the most part, excellent ones. I say this in a plural sense because the GT cars do have higher spec 6 speed, vs. the base Carrera, S or GTS's 7 speed. Shifting is an engaging driver's thing. Do not think for a minute that it is better than Porsche's PDK. It's just different, a personal thing, with practical applications and ramifications. You either love to shift, or you don't. Having owned both Porsche's 6 and 7 speed manuals and their PDK, I can say all do what they were designed to do. I would not own a manual though if I knew that a reasonable part of my life in my Porsche was going to be spent in traffic. Its country road/track day fun would quickly be outweighed by the pleasure of the PDK. Holding in the clutch on this car gets old pretty quickly. I can also say that as engaging as the manual can be, even on the track, it is on the track where the PDK truly shines. Somewhat like the manual, the paddle shifting capability of the PDK does allow some of the connection between you and your car, but when it comes to fast track laps, even Porsche's fastest drivers are now leaving the shifting up to the PDK's intuitive software. Make the right decision here, and test drive both!

Many of the other endless options are very personal. I recommend going to Porsche's website and enjoy playing with their configurator which covers every model. This will at least allow you to get a feel for things. In the end, this may honestly require you to sit with your Porsche Sales Ambassador and have him or her show you exactly what the options mean and the price, which can add up quickly. I would do this by appointment on a day you do not plan on purchasing, but rather to educate yourself. Example: 4-way adjustable seats and 18-way ones are different, especially if you are on the short or tall size spectrum of height. You need to make sure you're comfortable. Heated and ventilated seats are wonderful too but again add expense. I use both those features a lot. Even things like the Smoking Package can trick people. WHY? Well even if you do not smoke (hope not), if your car will be sitting and needs to be on a charger,

the lighter socket in the interior provides the best place to plug in a Porsche battery tender. I wouldn't order a Porsche without it.

This brings us to two more heavy duty options, PTS (paint to sample) and CXX (exclusive options performed by hand in Porsche's Exclusive Department). Let's address PTS first. Paint to Sample is a bit of a misnomer. While it implies you can waltz in the door of your local Porsche dealer at any time with a shade or your wife's favorite lipstick or with the desire to have your Porsche painted John Deere green to match your tractor, this is not the case. The PTS option does, however, allow for a much greater range past the standard and even special colors offered on the configurator. But, this all comes with a but. First, very often PTS is only offered for short periods of times on certain cars and even when offered it will likely delay the completion and arrival time of your car. Additionally, all PTS colors go through a rigorous approval and testing process, and so you will find that you will be much more likely be choosing from their already approved colors. Then there's the price. While less on the Cayman and Boxster, the 911 variants have been somewhat recently treated to a price increase of \$11,430. Is that choking I hear? I'll let you catch your breath, but in short, the demand is higher than ever, so it's a fairly big decision.



That leaves us with CXX options. All Porsches go down an assembly line. It's a line of basic builds allowing for regular options to be performed. Some options require too much time, and you can't stop the line. Other options are highly customized and complex, needing to be done by hand. Enter Porsche's Exclusive Manufaktur. After a car is built, it's then taken to a special department and in many cases, to some degree disassembled, and optional equipment or features are installed. Yes, at a hefty price. Some of these options show up on the configurator with its price, while others can be requested. Porsche is capable of doing very special things, but it requires money and patience. I have co-configured several cars with and for a friend over the years. Highly CXX optioned cars, and one is in the works now. I'm not kidding when I say almost a year has passed in its development and there will most certainly be a story about it when completed this fall. In short, I've learned Exclusive can allow you to truly personalize your Porsche! Your wallet will be left for dead, but oh boy will you have a special car. Begin at the top though and start with the roof!



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# Porsche Silver Spring Cars and Coffee

Porsche of Silver Spring sponsored their first Cars and Coffee on June 9th featuring beverages from Small Planes Coffee, baked goods from Seylou Bakery and a full breakfast from Potomac PCA standby, Mr. Omelette. I was on my way to New Jersey and stopped by for what I thought would be a low-key early Saturday morning event. To my surprise the place was packed! By the end of the two hour event some 300 Porsche enthusiasts in 200 or so cars ate well and traded stories.

During the event two lucky attendees won trips to the Porsche Experience Center in Atlanta with airfare

and many others picked up Porsche swag. The proceeds from the raffle, totaling \$1890, all went to Homeward Trails Animal Rescue.

Among the more interesting Porsches in the filled to capacity parking lot were an Exclusive Paint to Sample Brewster Green Targa 4 GTS and a Viper Green GT3. Along with a 991.1 Cup Car there were also 3 very respectable 356s including two speedsters and one coupe with a lot of race history in Europe that has been showcased at Rennsport reunion.

*Story and photos  
by Glenn Cowan*





## July 2018 new Potomac members

### New Members

Marc Abrams - 2015 911 Carrera Cabriolet - from Lorton - transfer from Blue Ridge

Jeffrey Aiton - 2002 911 Carrera - from Hughesville

Ronald Bank - 2016 Cayman GTS - from Vienna

Walter Berger - 2009 911 Carrera S Coupe - from Oakton

Christian Calvo - 2016 Macan S - from Ijamsville

Brian Cooper - 1993 911 Carrera 2 Coupe - from Washington

Charles Coyle - 1987 911 Carrera - from Amissville - transfer from Shenandoah

Robert Davies - 1966 912 Coupe - from Haymarket

Jermaine DeLeon - 1981 928 - from Manassas Park

Mark Ferguson - 2009 911 Carrera 4S - from Falls Church

Darren George - 2014 Cayman - from Washington

Cameron Groves - 2018 Cayenne S - from Bethesda

Ryan Hoover - 1976 912E - from Winchester

Keith Howard - 2018 Panamera Turbo - from Woodbridge

John Jennrich - 2008 Cayman S - from Reston

Gerald Mamrol - 2018 Panamera 4S - from Ashburn

Terence Mathis - 1990 944 S2 Cabriolet - from Mitchellville

Manuel Mattke - 1981 911 SC Coupe - from Silver Spring

Brian Nester - 2010 911 Carrera S Coupe - from Vienna

Melissa Nolan - 2017 Macan - from Fort Washington

Behzad Parva - 2017 Cayman - from Leesburg

Matthew Pasquali - 2008 Cayman S - from Solomons - transfer from Arizona

Carl Schaefer - 2016 Cayman - from Woodbridge

Rick Schwab - 2018 718 Cayman S - from Clifton

Shawn Setherley - 2008 Cayman S - from Frederick

Kelly Shim - 2018 Macan S - from Bethesda

Greg Smith - from Oak Hill

Stephen Taft - 2013 911 Carrera 4 Cabriolet - from Potomac

Matthew Weatherly - 1997 911 Carrera - from South Riding

William S. Woods - 1999 Boxster - from Capitol Heights

Ji Zheng - 2004 Cayenne - from Gaithersburg

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## August 2018 Potomac anniversaries

### Anniversaries

#### 50 Years

James & Bayanne Hauhart

#### 45 Years

Patricia Somerville & Bill Richards

#### 40 Years

Kip & Phyllis Lanam

David & Jane Reese

#### 35 Years

Ruth & A Harte

Russell & Emile Morse

#### 30 Years

J Frank

Jeffrey & D Tapkas

#### 25 Years

Teresa & Mark Hogge

Michael & Harris Levitas

Reiner Oberst & Susan Sabo

#### 20 Years

Troy & Ethan Benesch

Robert & Robert Martin

Gregory & Mary Nichols

Arthur & Gail Parsons

Thomas & Diane Peacor

#### 15 Years

David & Clare Dean

James & Andrea Evans

Michael & Heather Frachel

Scott & Deborah Keimig

#### 10 Years

George Carter

Vincente & Barbara Galindo

Harvey & Shellie Kabran

Arthur & Carrol Orton

Chas & Wei Roscow

Holder & Heather Trumbo

Michael & Peter Wilkinson

#### 5 Years

Andrew Elia

Cecilia Gonzales

Arthur & Ines Marlene Hines

Andrew & Alicia Hubbard

Timothy McNeish

Henrik Ojikutu

Kent Probst

Anant & Aparna Raikar

John & Anna Shin

Mi Jee Song

Wayne Welch & Mike Raschid



## 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](mailto:dveditor@pcapotomac.org). **All photos must be originals digital files; please do not re-size or crop them before submission.**

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Ave, Frederick, MD 21701.

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# Readers and Their Cars

*Right and below: Members enjoy the Virginias' Highlands Tour. Photos by Alex Lunsford.*





One of these wheels is not like the others – some could even call it *incorrect*. Can you spot it? Find out next issue.







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*Le Mans safety car. Photo by Daniel Munarriz.*

