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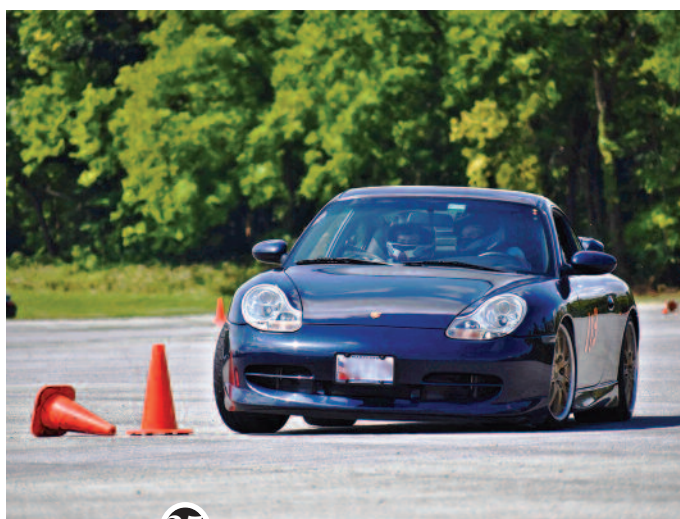
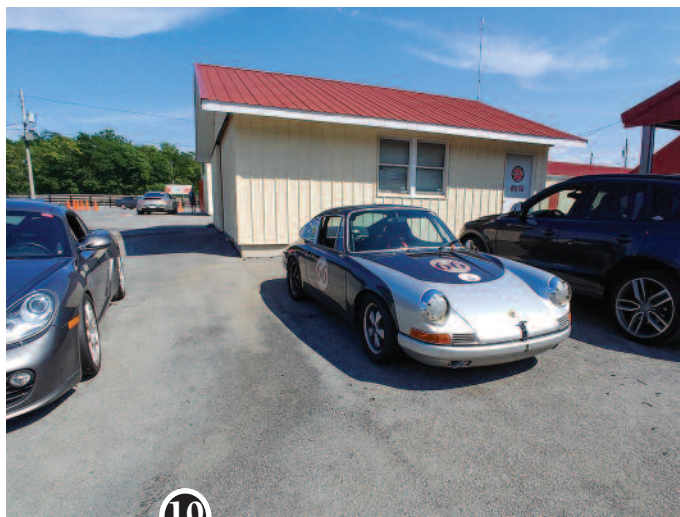
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Cover photo: Concours at the PorscheFest. Photo by Damon Lowney.



der Vorgänger

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The Last Porsche

Think for a minute about a world in which you own the only Porsche.

I have a collection of scores of Russian lacquered boxes that I acquired over 30 years of traveling to The Soviet Union and later the Russian Republic. Each was chosen due to a specific art style or an artisan's unique technique. I studied books on this art form and spoke with other collectors about their finds.

As far as I can tell, no one any longer cares. Examples costing thousands almost literally can't be given away. I never look at my collection despite its occupying several display cases in my home. Without a shared interest, I have been unable to maintain my own.

Would the same be true if my Porsche were to become as uninteresting – a relic of a forgotten design sense or a mechanical anachronism – a museum oddity at best – like a steam driven car?

For better or worse, one of the joys of driving my car is that other Porsche drivers flash their headlamps or wave. My car and I are members of a community with shared interests. I



Glenn Cowan




Michael Sherman

don't know if the passing stranger is a racer or a poseur, a mechanic or a status seeker, an adventurer or a Sunday driver, and it doesn't matter – they are part of a community of Porsche folk, and I like having mine the better for it.

Being active in Potomac PCA provides this community sense tenfold. Participating in a club event crystallizes the Porsche experience, provides a time and place memory and impels continued appreciation of driving such a wonderful car. This is particularly evident to me in the off season. Come late January there is a palpable sense of withdrawal symptoms that are arrested just in time when the season's first events start in March.

The recently completed First (maybe annual?) joint PorscheFest and PCA Experience held on 3 August at Summit Point was a spectacular example of the communal Porsche and is the focus of this issue of dV. If you were there I'm sure you enjoyed it. If not, hopefully these stories will give you some sense of the experience.

See you at a Potomac event soon – or on the road – flash or wave!


A wide-angle photograph of five Porsche cars (two SUVs and three sports cars) parked in a row on a city street. In the background, there are modern skyscrapers and palm trees under a clear blue sky with some clouds. The scene is brightly lit, suggesting a sunny day.

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Experienced

"Have you ever been experienced? Well, I have." Leave it to Jimi Hendrix's debut album lyrics to lead off the President's column this month. Yes, I was a scant 6 months old when it was released in May of 1967, but I have enjoyed Hendrix's music over the years, nonetheless. The song beckoned me all weekend at Summit Point Motorsports Park in August when our PCA Potomac 2019 PorscheFest harmonized so well with PCA National's first ever "PCA Experience". PCA Experience was designed to give PCA members and prospective members an introduction to the programs which PCA regions host, as well as the "life-style" of PCA members. The two events played perfectly to each other's beats and the culminating product benefited everyone involved. A true Grammy winner! Read more about it in this issue.



Mia Walsh

I mentioned this event and its charity recipient while eating the freshest of lobsters with my daughters and nieces. The two eldest pulled out their phones and went directly to Instagram. "Aunt Mia, PATRICK DEMPSEY posted on his Instagram page, 'Join me this Sunday for the 3rd Annual at Porsches in the Park!'" Unfortunately, my nieces departed Saturday morning to return home, but my daughters and I did get to meet Patrick Dempsey, while my husband enjoyed ogling the 175 Porsche cars. Oh right, there were some great cars there too! Specifically, Patrick Dempsey's 1972 911 (we have something in common, Patrick); as well as his Keen Project Safari 911 (I have always loved off-road driving!). Perhaps our Editors will find space to publish the photos in next month's issue.

While traveling this July in Maine, an "event" showed up on my Facebook sidebar from PCA Down East region. God bless Mark Zuckerberg for his computer programming talents which curated my social preferences, pointing me in the direction of Porsche cars while 11 hours from home. PCA Down East's event, Porsches in the Park, featured 175+ cars in a Concours setting, beautifully perched on the point of Portland's waterfront. The event raised over \$25,000 for their charity, The Dempsey Center.

What is your favorite "Porsches on Vacation" experience? Send a message (and a photo) to me and share your tale.



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Model Experts

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

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

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

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Potomac's 2019 calendar

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

September

- 5-8 Treffen D&D, Vermont
- 7 Potomac's First Saturday Brunch, City Grille, Manassas, 11am-1pm
- 7 HPDC Summit Point
- 8 Autocross #5, Summit Point cone course
- 20-22 Club Race - Potomac, Summit Point
- 28 928 Frenzy Drive to the European Festival, D&D
- 28 European Festival, Winchester, VA
- 29 Autocross #6, Bowie Baysox Stadium

October

- 5 Open Board Meeting and New Member Meeting
- 5 Potomac's First Saturday Brunch, City Grille, Manassas, 11am-1pm
- 12 Drive and Dine
- 12 Rally #3
- 19 Tech Session for Summit Point DE, Auto Sportsystems Group (ASG), 9am
- 19 Potomac's Maryland Brunch, Irish Inn, Glen Echo, 11am-1pm
- 20 Autocross #7, Summit Point cone course
- 26-27 Summit Point DE

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Dulles, VA

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

Leesburg, VA

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

Winchester, VA

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

Bethesda, MD

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

Potomac Monthly Brunches

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

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

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



August DE at Potomac PorscheFest

*Story and photo
by Susan Kim-
mitt and Bob
Mulligan, DE
Co-Chairs*

Our DE for August 2019 opened on Friday, August 2 bright and early at Summit Point, Main Circuit and we were able to enjoy 3 days of fun and speed at our home track. We had 179 old friends and newcomers join us for this DE weekend. In addition to the usual activities, on Saturday we were joined by Potomac PCA entrants from Drive and Dine at the main track, Chesapeake region's Autocross at the Washington circuit, and the PCA Experience hosted by PCA National at the Jefferson circuit and other areas. On Saturday, to crown the weekend, we enjoyed our yearly Bar-B-Q dinner and an extended happy hour served under the tents at trackside. All in all, a great way to spend a summer weekend.

As usual for our region, we had morning tech inspections starting at 0630 each morning, drivers' meetings separately at 0750 for our 3 groups of drivers, and 4 scheduled driving sessions each day for each of our 5 run groups.

On Sunday afternoon, we merged black and red groups – both instructor groups. We have done this in past years because a significant number of folks from each of these run groups need to leave early on the last day and this allows everyone to get out a little earlier on Sunday.

On both Friday and Saturday, we had classroom instruction and discussion for Green, Blue, and White students and a classroom discussion for the black group on Friday. On Friday morning, before the first session, we had an orientation session run at slower, highway speeds for drivers new to the track; something we started a year ago which has been a big hit with drivers new to any track we run.

During the day on Saturday, while the PCA Experience was underway, we were joined by attendees brought over to tour the Main Circuit Paddock and see what we do and who we are in in Potomac PCA DE. These groups of people were ushered around by volunteers who did a great job of showing people around, seeing the various beautiful cars we bring out, seeing some of us work on our cars, and in many cases meeting people in the paddock. This all went incredibly smoothly, and did not interfere in any way with the running of our event. Again, a great way to spend a summer day.

Our next event is VIR over Labor Day weekend, and we all look forward to experiencing another great weekend at this world class track. Hope to see you there!





The Road to PorscheFest

There were a lot of ways to get to Summit Point for PCA Potomac's PorscheFest this year, but top of our list was Glenn and Larry's Drive and Dine package. A Porsche drive on some great roads, laps of the Summit Point circuit, VIP Parking, T-Shirts, BBQ and of course, full access to all that is PorscheFest, including the new PCA Experience. Our Drive & Diners get preferential treatment wherever they go!

Departing Manassas in three groups, we were led by Glenn Havinoviski, Larry Finkel, and Sarah Cameron's husband. The weather; a cloudless, blue skies start to the day and Factor 50 for sure I thought as we set off, top down, bare arms and inaccessible sun cream in the trunk.

Heading North through Aldie, VA, we managed to drive PAST the Maple Bacon Donut Store, and turned onto the delicious Snickersville Turnpike. So many food signs, so few budgeted calories. The road is actually named after the entrepreneurial, 18th Century Edward Snickers, but that didn't suppress the appetite. We turned our attention to the super smooth black stuff, twists, turns and undulations that make this road so fabulous.

The roads northwest of Purcellville were almost as good, with great tarmac and wonderful scenery, with birds, bare necessities and a buzzin' bee in Paul Gilbert's slick black Carrera 4S Cabriolet that caused a minor stoppage, and the services of our capable Sweepers, Jim & Gina Moser, LeRoy & Marilyn Mills and Becky Medvay & "Sweet Pea" Dave Wallace to keep us all together.

We arrived at the track to eargasms of air-cooled 911 race engines on full song in a DE session, and the smell of racing oil and rubber to whet our appetites (again) for the Charity Laps around the main circuit. Joining in the fun at Autocross, the PCA Experience and finally the BBQ, we were grateful to belong to such a great club and chapter.

As the old saying goes, at the end of the day, your feet should be dirty, your hair messy, and your eyes sparkling...and they certainly were!

*Story and photo
by Alan M.
French*



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Inaugural PCA Experience Concours

On Saturday, August 3, 2019, PCA, in conjunction with our Potomac/Founders Region, presented the inaugural PCAExperience. The event included, among other activities, a Heritage Display of 27 curated cars



from 356's to a current 2019 GT3 Touring car and most everything (Targas, Boxsters, a 928 and 944 turbo, among others) in between. Complementing the curated cars were 9 GT cars of various editions and colors that all arrived together and immediately attracted a swarm of on-lookers as they parked nearby the Display. The forecast rain held off and bright sunshine, along with high temperatures, graced the spotless cars as they were viewed by many visitors parked nearly as precisely as they were made.

Well over 125 visitors voted for the ultimate People's Choice winner, a 2016 Blau Club Coupe 911 owned by Jeff Wynne. While the cars arrived before 9:00 a.m., the owners took that extra time getting every last bug splat off the windshields and presenting the cars as if they had just rolled off the assembly line before the judging began. Our Expert Concours judges, led by Hank Weil with assistance from Bruce Bade, Dan Rowzie and Lewis Hauser, had the difficult job of selecting winners for

only three categories: (1) best air cooled, (2) best water cooled and (3) best of show. While additional categories and more than first place awards were justified due to the quality and variety of models, the judges determined that Tony Conner's brown 1956 356 Peking to Paris car, complete with a variety of stickers everywhere, outdistanced all other air cooled entries, while Dr. John Klish's 2014 paint to sample Gulf Orange 911 Cab was deemed to be the best water cooled choice. Mike Copperthite's \$100.00 barn find 1953 356 slate grey race car (#61) took best of show honors. Vu Nguyen, PCA's Executive Director, presented the winners in his typical Hollywood style with Porsche quality trophies as he interviewed each owner who provided the back stories for their cars over the loud speaker system.

Despite the warm day, many volunteers assisted with the Display, as well as other Summit Point activities, and justified the event's slogan: PCA: Fueled by Volunteers.

At the end of the day, visitors and members left the Display having seen some of the best of Porsche's production going back a mere 56 years giving proof to the statistic that 70% of all Porsches made are still on the road. And each one of these would cause many turned heads and thumbs up as they drove on by.

Story by Gary Sidell

Below: 1954 SAC/SCCA under 1500cc National Champion, followed by a 1955 TYP356 coupe that was at the very first Porsche Parade, and last by not least a 1956 Bru-mos Racing Speedster which continued to win races right up to 1976! Today headed to the PCA Experience at Summit Point Motorsport Park!





2019 718 Boxster GTS

Way better than you might think!

Story and photos
by Tom Neel

Though Porsche sells many more four-door models than two-door ones these days, at their core of course is sportiness. In this light, I would like you to ask yourself why you own a Porsche? At the root of the matter, isn't the answer recreational in nature? Isn't it because Porsches are fun? I could argue at least in part, that those who have chosen to no longer buy new Porsches would say that the modern era 911 has become a bit more of a grand tourer than the nifty little character-filled bundles of joy their predecessors once were and still remain today. Queue the Boxster/Cayman line, which was designed to fill this need. With their mid-engine layout shortening things up and its 911 inspired interior, there's plenty of Porsche fun to be found here. But the mistake I feel some then make is thinking these two models in Porsche's line-up were simply meant to be baby Porsches. That they were inferior and purely entry-level models aimed at those who couldn't afford a 911 and if this has been your understanding, I think you may have missed the recreational point entirely.

The Cayman model aside, the Boxster's allure is honestly being one of the best roadsters ever made, and good roadsters are the car lover's prescription for fun! It matters not whether you are male or female, a good driver or a great one, or if you someday dream of buying a 911, the Boxster is going to deliver joy. If while experiencing all this joy all you can think of is

that I'm driving a baby Porsche, remember, "good things come in small packages," and this package is made by a company who has been making small fun cars for decades.

So I had business to tend to at the Porsche Experience Center (PEC), and I wanted to drive the 718 Boxster GTS for more than the obvious reason of writing this story. You see, I owned a 2016 GT4. I could have owned a 2016 Boxster Spyder but passed. I am not making that mistake with the upcoming 718 GT based Spyder and the space in my garage is already reserved for it. Yes, these were and the new Spyder will also be naturally aspirated six-cylinder "boxer" engines, while from 2016 on, the 718 Boxster, S, and GTS, use single-turbo four-cylinder engines. It is here though where I have to take defense for the smaller displacement turbo motor. You see, upon the 718 Boxster and Cayman's debut, most automotive journalists praised the car, but found joy in criticizing Porsche's emission forced move to lop off two cylinders and attach a spin-cycle unit to it. They told us it doesn't sound good. They told us the character was gone, etc. In the process, I think they also hurt Boxster and Cayman sales, and one result is a new demand for the older models, especially for the 2015 GTS.

Okay, so there's nothing wrong with buying pre-owned, but let me share, there's also nothing wrong



with the new 718 Boxster either and especially the GTS version. I'll even go out on a limb by saying the Boxster GTS is easily all the sporty Porsche 95% of us will ever need. Yes, I'm talking to you autocross and trackway boys and girls too! You can really use what you get.

Some who have read my escapades at PEC know I feel it is one of the few places where anyone can go and experience nearly the full performance potential of Porsche's modern model line. I only say nearly, because you will not break 100mph, or by much, even if you are really, really fast. You will also not likely be faster than the PEC coaches, who if nothing else are there to make sure their fleet doesn't get wadded up into expensive balls. This aside, hitting a ton is not needed here. The circuit is technical and demandingly so. They call it a country road, but driven quickly with guard rails inches off your door, I call it Monaco during a GP weekend.

As previously mentioned in past dV stories, Porsche's playground has all kinds of low friction courses, wet drifting sections, launch pads, and slaloms, but in the end, the outside 1-mile perimeter was the place for me to really push the Boxster GTS to its limits, and push it I did. With a good amount of PEC experience, I'm happily assigned senior coaches who know my journalistic intent. Joining me was

Melvin Hodges and for an hour and a half, lap after lap, I pushed this little red roadster hard. Time done sans traction control had rubber howling, but the GTS was confident and sure-footed. There's a noticeable lack of rotation as found in the 911s rear-engine layout and optional 4-wheel steering, but sliding and re-pointing the nose is predictably achieved through the throttle. It's less of a handful and joyously responsive to driver input. Turbo lag is also basically non-existent, and at full tilt, the engine growls proudly with a sense of urgency the non-turbo engines miss. Oh, and I think it sounds great too!

Though it is not inexpensive, with its unassuming packaging and especially by comparison to a pricy 911 or even a \$175,000 (or above) GT car, I honestly believe most drivers could count on extracting more outright performance from this model, with more confidence, while having more fun. Best of all the Boxster GTS can take a licking and keep in ticking, hot lap after smile-inducing hot lap and with the air-conditioning on. No sweat. After which time you can drop the top on the fly (at around 35mph) while enjoying your leisurely or spirited days in the country. That my friends makes this Boxster GTS a very sporty winner in my book!

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Summer Rally

My wife Kathy and I have been consistent Potomac Rally participants for some years now. As soon as the Rally schedule comes out we block out the time and have even moved the dates of planned events so we can drive in all the rallies.

Rallies are not simply a drive on some country road – we do that all the time. Rallies are a competitive event driven on mostly rural roads. To us it's a team sport and we think a navigator is a necessity, although there are one or two Potomac members who perform well without one.

These contests are surprisingly challenging. On its face it's simply a matter of following explicit routing instructions – at odometer reading 35.5 turn right immediately after the Yield sign. So you have to navigate a very specific route and while doing so observe and count or report on sightings or findings along the way. How many Deer Crossing signs did you pass? What's the favorite dessert of the hostess at the Wayside Inn? What is Par on the 5th hole at the second golf course you pass? What's the phone number on the pay phone adjacent to the museum entrance? Or perhaps instead of a map you will be instructed to plot the shortest route between 10 points.

It's a low key but challenging non-speed measured way to spend an afternoon with other Potomac folk. That said, Kathy and I have never made the podium. Yes, there are trophies for the first three po-

sitions but this has alluded us for years. For this year's Summer Rally in mid-July we were set on finally winning. Due to a scheduling change the attendance was off some, so we figured fewer contestants - better chances.

Things went well for the first 45 miles of the 80

*Story and photos
by Glenn Cowan*



mile course. "It seems like we missed a turn somewhere?" "Damn, we did, I misread an instruction – quick, turnaround". So now we had to determine which of the items we were counting occurred during the 3 miles or so of wrong route! Which seems easy but they are all facing the wrong way when you are driving back along your mistaken route and a Targa being so easy for a navigator to look behind them from the right seat!

Oh well, so much for the competition, we will just enjoy the ride.

Rallies always end at a nice eatery so we enjoyed our lunch while the scores were tallied. We didn't think we had done well so were particularly delighted to learn that we had tied for 2nd. That nice trophy sits on Kathy's desk with pride.

It takes a lot of work on Linda and Craig Davidson's part to organize and plan these events. If you haven't done so – do yourself a favor and join us!





A Porsche Friend in Need is a Friend Indeed

Story and photos
by Mikael Severeid

Auto-crossing and rallying a 50-year-old car can be a bit daunting for a 22-year-old and help, from wherever, is always appreciated, and often needed. Also, as a newer member to PCA, I have often heard, "It's not just the cars, it's the people". That would ring so true at this recent auto-cross.

But, before delving into the events of Autocross #2 for the Potomac Region, here are a couple of potentially lesser known facts about a Porsche model that not many newer members, [I have learned], even recognize - my 50-year-old 914/6 - or consider a true Porsche:

1. The 914/6 was F1's first Safety Car debuting in 1973 at the Canadian Grand Prix.
(<https://youtu.be/rnDAXHy4UD4>)

2. In 1970, a 914/6 2.0L finished 6th overall at Le Mans, behind the top five finishes that were 12- and 8-cylinder purpose-built race cars and ahead of a 2.5L 911S!

OK, back to the auto-cross where Murphy (as in Murphy's law) was in rare rabid form. A picture is worth 1000 words, they say, so, in viewing the picture on the opposite page, you'll note that not all is well with the battery after my first run.

After finding the battery laying down on its side (thankfully it was an Optima and not a traditional lead-acid battery), I noticed the reason I was unable to restart the car after it died immediately after crossing the finish line (no less). The ground strap from the chassis to the battery had been completely ripped off the battery terminal clamp when the battery came

loose from its “secure” place in the engine compartment.

Upon learning of my problems while I was on the phone to my resident wrench, a.k.a. Dad, Lara Peirce and Jim Musgrave offered to loan me (a young, un-

Completing only 3 of 5 runs total for the day, I only had one good run in the books before the ground strap broke. Like plenty of others that morning, my first run was a DNF, and my second run resulting in the ground strap breaking as I crossed the finish line. After replacing the ground strap and preparing the car

for another run, I girded up for what I was hoping to be an issue-free run – HAHHH! After crossing the finish line, I mashed the brake and the clutch pedals, only to have the clutch pedal lay limply on the floor due to no clutch.

After being pushed out of the stop box and back into the parking lot for a second time that day (thank you to all who helped push me), I was back on the phone with Dad. Testing to make sure that the clutch cable didn't break was the first check: AOK. Next check, was the clevis pin and issues in pedal assembly: AOK. In not being able to get completely under the car to do further analysis, I had to swallow my pride and call for a flatbed.

Although I had to flatbed “Pmmpkin” home, it was a good weekend where I learned the true meaning of what PCA is about, made some new friends to whom I am indebted. And, in spite of all the rushing about trying to make things work, it was a great day!

known in the club, but forever and always Porsche enthusiast) their Cayenne as a parts-procuring vehicle!

Yep, gladly hand the keys of a quite costly vehicle to an unknown in the club, so he could continue the day driving (his car mind you) in anger. I cannot thank Laura and Jim enough for their generosity, trust, and confidence. Non-club members with whom I've shared this saga found this to be quite amazing in the sense of both the trust given as well as the level of dedication/support to club events such as these.

The broken ground strap was replaced only to find out that the kit I bought did not have a retaining bolt for the battery terminal clamp thus requiring yet another parts run. Now, in stepped Steve Bobbitt handing me the keys to his turbo-charged VW GTI S. Once again, a kind PCA Member on hearing of another's problems, helping out an unknown in need. Thank you ever so much Steve!

And so, based on their collective help, “Pmmpkin” [sic] and I were gridded for our afternoon runs having lost out on most of the morning. But wait! Murphy was not done with Pmmpkin or me just yet.



PCA Potomac Hits the Virginia Highlands with Record Turnout

Story and photos
by Alex Lunsford

The 8th Annual Virginia Highlands Tour on July 19-21 was our biggest yet, with more than 45 people in 25 beautiful cars joining the drive to Bath County, Virginia—the only county in the state without a single stop light. Once we arrived at our destination, the Inn at Gristmill Square, the group enjoyed the cool Friday evening with an al fresco dinner in the Inn's courtyard and live bluegrass provided by Willie Smith and The Southern Rail Express. On Saturday we were joined by local car nuts Ed Jalink (proud owner of a white Porsche 944 and a variety of Chevy Corvettes) and Dr. Charles Lovelady (in his screaming, orange '70s-vintage Porsche 911) for a spectacular run up to Ingalls Field. Thanks to our hosts Jim and Cindy White, we were directed to a drive on Bath County's beautiful roads and around Lake Moomaw before ending the day with outstanding food and wine in Hot Springs.

While the temperature hovered in the mid-90s, it was still a full 15 degrees cooler than back in DC. The Gristmill pool was THE place to be after two long days of spirited driving.

As I advise the uninitiated, this is a drivers' tour: two solid days of driving – usually six hours each day – on pristine country roads and mountain passes with turns between 20 and 60 mph. It's exhilarating and challenging. This is the point.

Day 1 – Friday: We met in Haymarket, Virginia, at 10 am to review PCA policy, signed our forms, assigned a tail car (many thanks Charles Mandolia and Michelle Lore), reviewed maps, and passed out radios. Then we reviewed the trip guidelines: no whining, smiles mandatory, tops down whenever possible, and



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given the totally volunteer nature of this complex operation, EXPECT GOOFS. Sure enough, the first one hit my friend Rocky Borgh and his spectacular Alpina B7, which blew an AC fuse in the parking lot as the mercury hit 100 degrees. Always the unflappable pilot, Rocky did what any Highlands Trip Veteran would do. He stripped down as much as he could, rolled down, and pressed on. I removed the targa top from my '08 Chevy Corvette in solidarity and we both baked in the sun to a toasty brown as we drove west and climbed up.

We headed west on Route 55, then south on 17 towards Warrenton, and west again on 211 toward Sperryville. With the scorching July sun directly overhead, we crossed the summit in Shenandoah National Park with its 35 mph speed limit. What a tease.

After stopping for gas in the pretty little town of Shenandoah - thanks to the nice folks in the laundromat behind the Exxon who handled overflow parking - we headed to lunch in Staunton at the historic Depot Grille on Middlebrook Street. Along with its Southern-inspired food, the restaurant's claim to fame and can't-miss feature is its exceptionally long bar, shipped by rail from New York. Krissy made sure our group was served in style before we got back on the road for the afternoon trek.

From Staunton we turned south toward Burnsville and then west on sinuous Route 39 through the spectacular Goshen Pass and Maury River Gorge, past Goshen and Millboro Springs.

Due to the group's excellent driving and its leaders' precise planning (i.e., by sheer stroke of luck), we arrived in Warm Springs at our private Inn at Gristmill Square right on time at 5:30 pm. As Southern Rail Express played - led by my friend Willie Smith and backed by Kenneth Lowry, Jim Almarode, David Canaday and Ted Lawhorn - drivers and passengers mingled in the Inn's lush courtyard until late in the evening. Read Lunsford, my automotive inspiration and his father, James Deboe, and the Whites came by to enjoy the fun and good food, which included sublime stuffed tomatoes, prime rib, fresh-made bread, and homemade Highland County maple cake. Magnificent as always were Kate and John Loeffler, proprietors of the Inn and operators of Bath County's finest

restaurants - Les Cochons D'Or and Snead's 1912 Steak. A few of the more hearty souls enjoyed drinks in the wonderful Simon Kent Bar that seats eight (barely) until the wee hours before retiring to our comfortably eclectic rooms.

Day 2 - Saturday. We gassed up in the only place with 93 octane (thanks, Sunoco) and headed out on a counterclockwise rotation through Bath and Alleghany Counties. We avoided Clifton Forge and Covington in the morning, as the Alleghany Gran Fondo 100-



mile bicycle race was underway on the roads we would drive later in the day despite the forecast of 100 degrees. We headed west on 39 under dry and brilliant weather. With the cooler morning temps, we generated more than our typical 7000 horsepower, and what better place than Virginia's highlands to put it to good use.

We stopped at Lake Moomaw Marina, soaking in the view of the state's greenest, emptiest lake in mid-July. Then I coaxed the drivers of \$2 million worth of cars to go off-road 100 miles from their favorite (or any) dealer, through the Richardson Gorge to the beautiful Moomaw headwaters. We got a serious head scratch and side-eye from the driver of a Jeep Wrangler towing a trailer, who looked down into 25 sports cars creeping along a very narrow and rural dirt road.

Once back on the tarmac, much to the relief of some, we cruised to Lake Moomaw beach via Coles Mountain Road and enjoyed the empty expanse of lakefront. On our climb back out of the park, not one, not two, but three black bears — a mama bear whose shoulder reached my door handle and her two well-fed cubs — lazily lumbered in front of our col-

*Story continues
on page 23.*

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umn of cars before finding spots to jump the guard rails safely into the woods.

We paused for a photo opportunity at Gathright Dam, one of the largest earthen dams in Virginia at 257 feet tall which holds back 40 billion gallons of Lake Moomaw. Peering over the edge before the picture, we thanked the Army Corps for the impressive backdrop.

Next, we headed to a fantastic catered lunch at Fudge St Café in Covington, which opened two hours early just for us. Donna, Brittney and the entire staff served up an excellent meal that recharged us for the afternoon's drive. With more beauty to see later in the day, we were grateful they came in early and look forward to a repeat next year.



After lunch we got serious about driving. Airport Road, heading uphill from the backside of Clifton Forge (elevation 1,083) to Ingram Field at the summit (elevation 3,792), may be the toughest, nuttiest, sneakiest, most fun, most beautiful strip of asphalt in Virginia. Imagine the infamous Tail of the Dragon in Deale, NC — but imagine it mostly empty, with tighter turns and a 2,709 foot altitude gain. Although I had tried to call this stretch of road the Tooth of the Dragon, locals call it The Lizard. That moniker better suits Virginians' more reserved and playful manner.

At the top, I had pre-arranged with Ingalls Field Airport Manager and fellow car nut Jim White to get a tour of the field and its impressive 5600' runway. Jim led us to end of the runway with 40 miles visibility across God's favorite valleys for a superb photo opp.

From there we headed to The Homestead for ice cream and a quick tour. Transportation Manager James Deboe arranged to let us park 20 cars briefly in front of this 253 year-old grand spectacle for another memorable photo. We always come back because of the generous hospitality.

We arrived back at the Inn at Gristmill Square about 5 pm, in time to refresh before splitting up into smaller groups for some fine dining at Les Cochons d'Or, Snead's 1912 Steak, and The Waterwheel. Late night found us again in the Gristmill's bar, sampling wines from the fabulous cellar that matches any in Northern Virginia. Over glasses empty of wine and heads full of car stories, we said our farewells and made promises to do it again next year.

Thank you to the Porsche Club of America Potomac Chapter; to the Bath and Alleghany County

Sheriff's offices who helped us avoid competing in Bath County's annual bike race known as The Gran Fondo; the staff at The Depot Grille in Staunton and The Fudge Street Cafe in Covington for hosting our group's lunches; the staff at The Inn at Gristmill Square, including owners Kate and John Loeffler, Crystal, Mike, Ashley, Lindsay and everyone who kept us plied with cool libations; Les Cochons d'Or and Snead's 1912 Steak, two of our favorite restaurants in Hot Springs; James Deboe and the team at The Homestead who accommodated 20 cars right out front for a group photo; and finally all of the beautiful people of Bath and Alleghany counties who make our drive so much fun every year.

And, of course, a very special thanks to the all participants, including Drive and Dine veterans Rocky "Ice Man" Borgh, Charlie and Linda "The Ace" Bowyer, Michael Dougher and Darcy Driscoll, Larry and Beth Finkel, Stephen Kaye and Dory Thomas, Mark and Laura Kissel, Christine "Leadfoot" Lemley, Charles Mandolia and Michelle Lore, Rob "What's That Hissing Sound" Mariani and Meghan Snide, Mike "La Familia" Vanacore, and Ted and Sharon Whitehouse; and new participants Daniel and Darcel Blake, James and Beatriz Luz Crowley, Rick Feldman and Nancy Walter, Jim and Karen Fort, Jeremy Haas, John Hawley, Louis and Lisa Jacques, Timothy and Elizabeth Kutz, LeRoy and Marilyn Mills, Robert Shaughnessy, Jack Speight, and Todd and Audra Upchurch.

We've booked the Inn again for the 9th Annual Virginia Highlands Tour on July 17-19, 2020. So get ready Bath County, we're already planning.



Driving The New 992

Part Two

*Story by Casey
Parkin, Porsche
Certified Sales
Manager –
Porsche of Silver
Spring*

Our experience driving the 992 (in both S and 4S variants) came in 4 different sections: technical track, fast track, auto cross and street drive. For those familiar with the 991 and 991.2 you are in for a treat. For those of you who are not, I would recommend trying a 991 and then testing a comparably equipped 992. The comparison is pretty staggering.

At the release of the 991 all anyone talked (complained) about was the electronic power steering and how it signaled the end of the 911 as we know it. Thankfully, with the incoming 992 the most polarizing items regarding the car are its weight and the PDK gear selector.

The track driving of the car is often what we most look forward to at these introductions. The first time climbing into the driver's seat felt immediately better – special somehow. First, I noticed that in subtle ways the seats are both more supportive and at the same time obviously more comfortable. This was noticed in both 14 and 18 way power adjustment variants and the interior generally feels more “cockpit”

like. The belt line trim is higher and much more sophisticated looking. The steering wheel placement with the digital gauges and the low seating position made me instantly feel like I was in a extremely high end driving simulator.

As with the 991, a twist of the key brings the car to life. Porsche stated that another goal of this car was to use audible clues to make the car more enticing - which works much better that you might expect or would have thought necessary. The standard engine “bark” on cold start is more aggressive than before. The sound symposer in the new car (a membrane that funnels intake noise into the interior) has also be updated and is even more adjustable when swapping different driving modes.

When pulling out of the pits at a slow speed the car feels dynamically similar to the last car. The moment the steering wheel is turned slightly I noticed something was different. Reprogramming of the electric power steering leads the car to be significantly more direct (even the new Macan has benefited from this).



The new car feels like it has the same assistance as the last GT3, in my opinion the best steering modern Porsche.

Power is immediate. There is no lag. Porsche ran us through numbers on torque and used various graphs to demonstrate where the 992 falls on the rpm scale where boost now starts extremely low RPM. Peak torque is reached by the low 2ks and Porsche states that if you feel lag it isn't from the turbo chargers but from the driveline of the car.

The first laps were introductory, and we concentrated heavily on learning braking points and apexes. Then we were really off.

At full thrust, using launch control, the car explodes to 60mph in 3 seconds. The car I was in had the standard 6 pot/4 pot steel brakes which did a fantastic job bringing the car down from over 100 mph on this technical track. Finding the apex was extremely easy as the car has immense front-end grip. It

was explained that having more surface area from the staggered wheel diameter greatly aids in traction. They were right.

As we continued lap after lap while switching drivers and cars, we gained familiarity with both the track and 992. It continued to get better. The interior became more comfortable and the car began to feel like my old broken in baseball glove. All aspects and changes made sense. The drive is at least 20% better than the outgoing car and the interior is way more than that.

My recommendation to everyone who encounters the new Porsche 992 is that you try to take one for a track drive. If you have the opportunity go to the Porsche Experience Center in Atlanta and drive one of their 992s with a professional instructor so you can really appreciate the new 911's spectacular performance. All hail the king, the 992.

[illegible]

alan@sandboxfp.com

A man in a dark suit and red tie stands with his arms crossed next to a bright yellow Porsche Carrera GT. The car is parked on a paved surface, and a large, leafy tree is visible in the background.



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With so many of the Potomac Autocross Committee attending DE at the 2019 PorscheFest at Summit Point, Potomac asked its regional neighbor Chesapeake PCA to run the AX event this year on Saturday August 3rd. I asked my Co Chair Brad Martinez to help me and we agreed to ride in on our metaphorical white horses to help our brother Porsche region.

Little did we know what we were getting in to! This was a really complicated event because we had the regular AX as well as runs by the PorscheFest DE AXers who were coming by to race at 11:30 (and had a narrow window in which to get their three runs), plus an unknown number of Taste of Autocross participants (and spectators) who were to be bused over from the PCA Experience event. The latter necessitated keeping some form of registration active all day, which kept CHS Registrar Meilyng Wigney-Burmaka on her toes, while Brad herded cats (i.e., he organized the ToA runs throughout the entire event – wow!).

With the DE AXers arriving at 11:30, we were in a real bind to get the first heat of 6 runs done by the time they arrived. Ordinarily, Brad and I arrive at the venue at maybe 5:20 to set up with the aim of having the first cars off at 9:30, but the SP venue didn't open 'til 7:00 which made life very difficult. By a miracle of coordination (and a lot of hard work with contributions from many volunteers), we managed to get the first car off at 9:37 on Saturday (scheduled for 9:30). I still don't know how we did it, but that's how it turned out.

We were unable to get 6 runs in before the DE AXers arrived (we only managed 5), but we put our heads together and decided to do the 6th run after the two-hour break for lunch and the completion of the runs by the DE AXers. That turned out to be a popular decision, or at least I took it to be so from the reaction of the first heat drivers to whom I was communicating the update.

The DE AXers finished in quite a bit less than two hours, so Brad organized fun runs by the instructors on the fly to take the many waiting ToA participants

out before we restarted timed racing activities at 1:30. What a great idea that was! They loved it! The reactions of the ToA participants (57 registered who must have taken somewhere in the neighborhood of 150 to 200 runs) are always interesting, ranging from exhilarated screaming at the extreme handling to quiet acceptance while they hang on for dear life. In all cases, the common denominator was a lot of smiles, so we must have been doing something right.

In the end, we finished racing at 4:30, which was quite a bit later than normal for us. Take out the two-hour break, though, and we would have been done no later than 2:30 (and more likely earlier because of the overhead incurred by the reorganization). In other words, the total length of the event was just about what we normally would have had for a 6-run AX event.

I'm especially happy to report that FTD was turned in by CHS driver Michael Tavenner in his 2018 718 Cayman S and among the top five times, 2 of the 5 came from CHS drivers (Scott Borden was 5th in his 2018 GT3T), Rick Newman from Central PA was 2nd in his 1982 911, and 3rd and 4th were POT drivers Dean Moheet (2003 996 Carrera) and John Vrankovich (2007 Cayman S). This was an especially noteworthy performance because CHS drivers Michael and Scott were also the only drivers among the top 5 competing in Stock classes. Hmm. Hey, I'm just sayin'. In any case, I think it's quite clear that the smaller CHS contingent acquitted themselves very well.

It was frantic for those of us running the event, making it hard to tell while it was happening, but I think the day went well. Be assured we slept well that night. We certainly appreciated the many good comments we received and I also want to thank everyone for the generous assistance rendered in tearing down at the end of the event. We were awfully tired and the help was hugely appreciated!

I'll be looking forward to seeing you at the races!

Story by Greg
Hartke – Chesapeake Region Co-chair

Autocross at PorscheFest

July 2019 new Potomac members

Christopher Baltimore - 1986
944 Turbo - from Purcellville

Linwood Barnes - 1972 914 -
from Bowie

Gary Bullard - 1987 944 Turbo
- from Chantilly

Felix Castro MD - 2015 911
Turbo - from CLIFTON

Cindy Choi - 2018 Panamera 4
- from Gaithersburg

Michael A. Crawford - 2013
Cayenne Diesel - from
Clarksburg

Michael Day - 2010 Cayman -
from Hagerstown

James Duraiswamy - 2008 911
Carrera Coupe - from Oak
Hill

Brian Fazzone - 2019 718 Cay-
man - from Alexandria

Sean Flack - 2004 911 Carrera
Coupe - from Alexandria

Michael Garramone - 2000
Boxster - from Leesburg

Michael Garramone - 2019 718
Boxster - from Jessup

Sherman Gillespie - 2016 911
Targa 4 - from Clinton MD

Kendrick Gordon - 2019 911
Carrera T Coupe - from
South Riding

Geoff Harkness - 2015 911
GT3 - from Great Falls

Nick Homayouni - 2014 911
Turbo S Coupe - from North
Bethesda

Thad S. Huffman - 2016 Macan
Turbo - from Alexandria

Robert Kennedy - 2003 911
Carrera 4S - from Waterford

Kenny Kong - 2014 911 Turbo
Coupe - from Potomac

Bernard Lynch - 2018 911 Car-
rera S - from Alexandria

Don Macshane - 2004 911 Car-
rera Cabriolet - from Mar-
shall

Graham Mansill - 2003 Boxster
S - from Herdon

Jahangir Mohnadesi - 1983 911
SC Coupe - from Vienna

Robert Rodriguez - 1997
Boxster - from Spotsylvania

Anthony Shelborne - 2017
Macan S - from Alexandria

Mike Sibalik - 2005 Boxster S -
from Falls Church

Matthew Thatcher - 2017
Macan GTS - from Fairfax

Christina Widodo - 2019 911
Carrera 4S Coupe - from
Rockville

Mark Williamson - 1989 928
S4 - from Springfield

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David & Leah DiQuollo

Steven & Margaret Fisher

Dennis & Ellen Fitzgibbons

Sally Herod

John & Anna Toth

15 Years

Ann Albin

John & Tanya Pent

Brian Routhier

Frank & Karen Snow

Joseph & Matt Wasilewski

Larry & Rosalie Williams

10 Years

Kenneth Evans

Keith & Lisa Gard

Reu & Robert Scherf

Matthew Zint

5 Years

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The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

To join the PCA, visit <https://www.pca.org/user/join/membership>.

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.

- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.

- Interviews with interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche tractor.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.

- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.

- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

Write your stories, snap your photos, and send them to dveditor@pcapotomac.org. **All photos must be originals digital files; please do not resize or crop them before submission.**

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

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Readers and Their Cars

Right: Craig Davidson explains the rules of the Rally to the crowd.

Below: Drivers prepare for the Summer Rally. Photo by Glenn Cowan.





Left: Dr. John Klish's 2014 paint to sample Gulf Orange 911 Cab was deemed to be the best water cooled choice.

944 CUP 2019 NATIONAL CHAMPIONSHIP



September 21st



Summit Point Motorsports Park
Summit Point, WV



contact Dave Derecola at
cup944.aol.com
for more info



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1954 SAC/SCCA under 1500cc National Champion, followed by a 1955 TYP356 coupe that was at the very first Porsche Parade, and last by not least a 1956 Brumos Racing Speedster which continued to win races right up to 1976! Today headed to the PCA Experience at Summit Point Motorsport Park!

