

# DER VORGÄNGER

THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • APR 2024

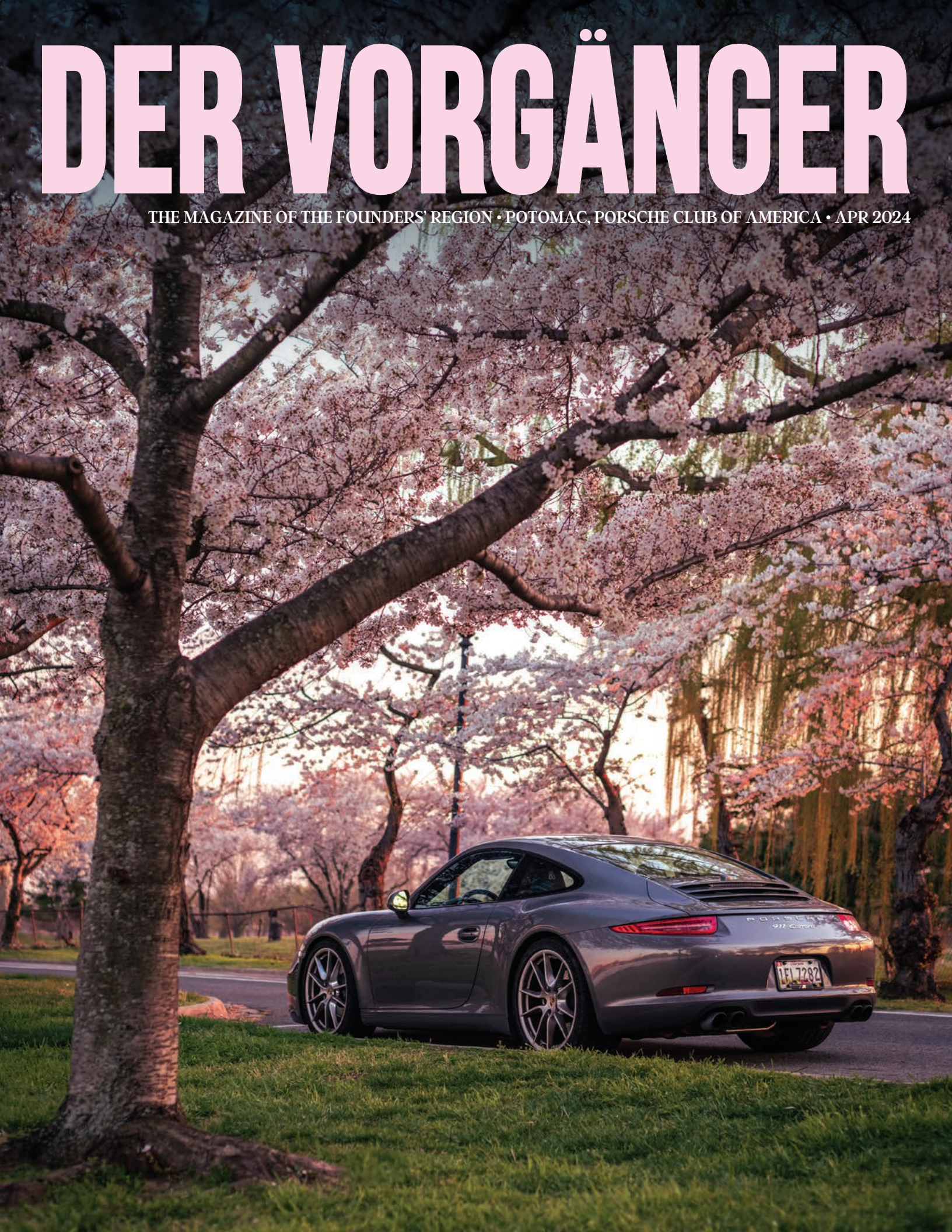






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# DER VORGÄNGER

THE OFFICIAL MAGAZINE  
OF THE FOUNDERS' REGION,  
POTOMAC, PORSCHE CLUB  
OF AMERICA, INC.

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Front & Rear Covers: DMV residents celebrate the arrival of spring with the appearance of cherry blossoms! Potomacan Scott Bowen captured these scenes of his Agate Grey 2013 Carrera along Ohio Drive just south of the Tidal Basin. Said Scott, "The challenges of getting good shots during cherry blossom season are the same every year: unpredictable weather, bloom quality, and massive crowds. I got these at sunrise while the blooms this year cooperated." Beautiful!



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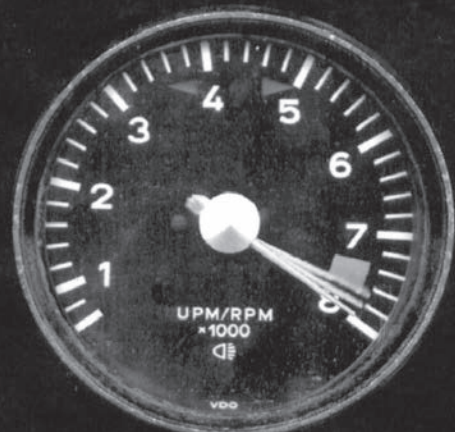


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## Come for the Cars, Stay for the People



Steve Grumbach  
Editor

As a youngster in the '50s, entertainment on visits to my grandparents' house consisted of pouring through stacks of *Life* and *Look* magazines and staring at full-page car ads. My grandmother often retold a story about how she was amazed when we sat together on her front porch in Morgantown, West Virginia, that I could name each car by model as it passed. That was, until once, a '30s era pontoon-fendered something or other rolled by, and I was stymied. Saying nothing, she asked, "Stevie, what's that?" I answered, "Oh Grandma, I don't know the old ones."

To this day I'll admit to my failings as to having a deep familiarity with older Porsches. To the untrained eye, the overall design elements in style as Porsches progressed in the evolution of the brand from early 356 models to early 911s are similar but subtly different. Even more so across the eras in the seventy-odd years of the company. And when viewed together in a collection side-by-side, the differences are notably remarkable. Doubtless, you've encountered instances of parking your 911 and having a stranger immediately acknowledge, "Oh! It's a Porsche." It's always a conversation starter.



Glenn Havinoviski's 2024 911T alongside Mike Copperthite's 1953 356 draws the attention of a new generation at Katie's C&C on March 30th; photo by Mike.

The best opportunity to address my shortcomings in this regard is present at each of our Potomac Concours events or local Cars & Coffee gatherings. Subtle variations of configuration, equipment, and features during the progression of models are a hallmark of the Porsche marque. And if every car has a story, so too do the owners of how they came to the car and what they did to restore or preserve it to a show standard. Ask any owner about their car and you're more than likely to get a master-class explanation of the important differences about their car. Just be ready to have a few minutes to hear it all.

In this issue, see our feature on the Second Annual PCA Potomac Concours d'Elegance on pages 14-17 and test your knowledge of particular Porsche parts in the picture puzzle on the inside rear cover.

Note I didn't include the word "prize." DV

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## Together Down New Roads

It is an honor and privilege to be asked to step in for Steve Bobbitt, who has recently resigned, as most of you probably know. I think I speak for all who know Steve when I say that he has worked very hard every day over the past many years to make our Club better. His passion for the cars and the people who drive them has fueled his service to our Club. It should come as no surprise that Steve, in addition to his service as a Club Officer, has also been a recipient of the prestigious "Enthusiast of the Year" award. He has been very active in most of our programs, and I know him best for his talents as an Instructor in our Driver Education program. We all look forward to seeing Steve at upcoming events!

A little about me (most of you will probably skip this part!)... I have been a PCA member since 1999, with most of my time spent doing Driver Education (DE) events and Club Racing. I currently drive a 1989 Porsche 944 Turbo (just like Steve Wilson). Steve and I recently retired as Chief Instructors, me after nine years, and Steve after 11 years. I am looking forward to getting involved in many of our other very fun events.

As much as I can, I would like to continue the great work of past and current Club Officers to foster camaraderie between all of our excellent programs. It has been my observation that many of us (I'm as guilty as anyone) tend to focus our time on only one or two different programs. I would love to see more

cross-pollination!! PorscheFest in July is a great opportunity for us all to make this happen, so please sign up for DE or Autocross or Drive and Dine and come out to Summit Point for some guaranteed FUN!

I would also love to see Potomac continue to be recognized as a very welcoming group of car (and people) lovers, especially to new members and to members from other Regions. I know from DE, we have MANY members from other Regions who love to spend time with us – to the point where they are happy to drive long distances to do so.

Please bear with me as I tell you a brief story about my very first event with PCA. With trepidation, I signed up for an Autocross in Hunt Valley, Maryland (at the time I was a member of the Chesapeake Region). It was held at night, believe it or not, in a mall parking lot, before malls were open on Sundays... Oops, I dated myself. As I was nervously walking over a hill toward the venue, I ran into a person who introduced himself. He could tell I was a newbie and he went out of his way to take me to registration and to introduce me to other Club members. His name is Scott Eckels (he now lives in Naples, Florida) and I will never forget how he made me feel so welcome that night. It was the beginning of my becoming part of a Club where many of my closest friends are members. If you have read this far, may I humbly ask all of us to be "Scott Eckels" to the next person you see at an event who you think might be a newbie (they are easy to spot!).

Thank you and I look forward to seeing you at an event very soon! DV




Don Mattran  
President

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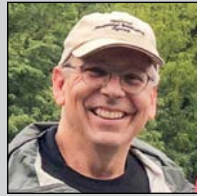


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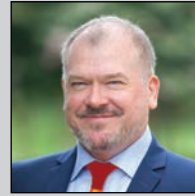
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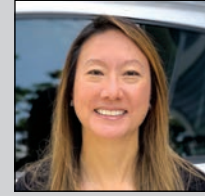
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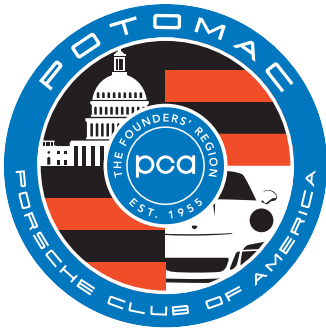
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# CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

MAY



**12** DE: Potomac's Watkins Glen DE,  
Watkins Glen International,  
Watkins Glen, NY



**19** Autocross: PCA Potomac Autocross #2,  
Summit Point - Washington Circuit,  
Summit Point, WV

JUNE



**1-2** DE: Potomac's Shenandoah DE,  
Summit Point - Shenandoah Circuit  
Summit Point, WV



**9** Autocross: PCA Potomac Autocross #3,  
Summit Point - Potomac Circuit,  
Summit Point, WV



**15** Drive & Dine: Black Bear Bistro  
& Brick Oven, 32 Main St,  
Warrenton, VA



**21-23** DE: Potomac's Pitt Race DE,  
Pitt International Race Complex,  
Wampum, PA



**22** Community Service: Beaver County  
Meals on Wheels Pass Hat at Pitt Race,  
Wampum, PA

The information on this page is accurate as of date of publication. Check Potomac's website at [pcapotomac.org](http://pcapotomac.org) for further information and the most up-to-date information.

## POTOMAC MONTHLY BRUNCHES & LUNCHES

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

### Virginia

First Saturday of each month, 11:00 am  
Firebird's Wood-Fired Grille  
14020 Promenade Commons St.  
Gainesville, VA

### Maryland

Third Saturday of each month, 11:00 am  
The Irish Inn  
6119 Tulane Ave.  
Glen Echo, MD 20812

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## Club Announcement

### PCAPotomac Executive Board Announcement

Steve Bobbitt has resigned from his role as President. The Board has appointed Don Mattran as President, and Past President David Dean, as Acting Vice President for the remainder of 2024. The appointments have been confirmed by vote from our Program Chairs, per Potomac bylaws. All other roles remain the same. A formal election for the 2025 Slate of Officers will be held in December 2024.

Steve is a passionate Porsche enthusiast and active member of the club, having served in roles in Autocross, Driver Education, as well as Secretary, Vice President, and President of our region. We are grateful to have his support. Our heartfelt thanks go to Steve for his many years of volunteer support to the region and we look forward to seeing him at future club events.



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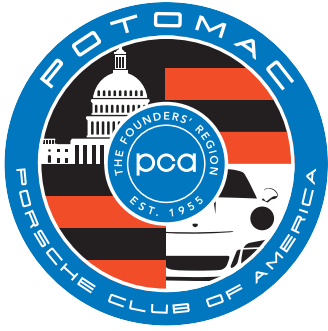
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# Potomac Program Highlights

DRIVER EDUCATION

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Lauren Tilton in her Cayman S heads a group run in a session Sunday afternoon. She noted, "As I reflect on the first event of the season, I feel an enormous sense of pride in our club, PCA Potomac. The energy from the community was contagious, as were the smiles in the paddock, the grid, and all around the track! Well done everyone!"

## Spring Driver Education

STORY BY DE CO-CHAIR SUSAN KIMMITT

PHOTOS BY KEN MARKS, STEVE GRUMBACH AND ETECH

If March showers bring May flowers, then Saturday morning of this First DE weekend in 2024 should bring bunches of blooms. Otherwise, the weekend was defined as "changeable" weather tending toward cold and windy, especially on Sunday. Undeterred, PCA Potomac hosted the first DE of the season at Summit Point's Main Circuit with 104 participants on Friday's solo-driver day, 166 for the weekend, and our usual group of volunteers, stewards and grid workers, who came to support our event despite the weather.

Friday was a solo-driver-only day, which included drivers in the white, black, and red groups, who do not require instructors. This day was dedicated to training, testing, and certifying our new group of instructors. Those who completed this course of testing were given PCA National Instructor numbers, and are welcomed into our cadre of instructors for Potomac PCA. Several were early in their progression through training, and we expect them to continue the instructor-in-training experience, and become instructors in the near future.





Instructor David Cunicelli in his 2010 987 Cayman GTB1 that sports a "small rear wing upgrade".



Jay Smith in his GT3 R.



Melonie Sullivan with 997 Cup car #08.



Eric Kaufmann pilots his 911 through the cold rain and mist on Saturday morning. Photo by etechphoto.com.



Mark Francis of OG Racing with the new in-house Spec Boxster #91 is about to head to the track on its first shakedown day.



PCA National HPDE Chair and Potomac Past President Mia Walsh provides classroom instruction for instructor training on Friday morning.

Saturday morning began the season's DE season with our usual drivers' meetings and opened the circuit for our usual on-track experience, starting with slow orientation laps for those new to this track. Each day of this two-day weekend included classroom instruction, ongoing in-car instruction for our green and blue group students, and an advanced classroom for all comers.

We had five groups of drivers divided by experience and skill, with the progression starting with beginners in green, blue beginning intermediate, white intermediate, black advanced,

and red very advanced. Our green and blue students are assigned instructors for the weekend. White, black, and red are encouraged to find instructors to ride in the "right seat" to offer advice and encouragement (and maybe the occasional squeak or unexpected word) – as indicated. Happy hours were ready when the track went "cold" on Friday and Saturday. These were well attended with everyone happy to share beverages, snacks, and tales of the track.

All would acknowledge that despite the intermittent showers, the DE program was off to another great season. DV



## COMMUNITY SERVICE



From left, Lynda Pejic, Art Killinger, Scott Antonides, Andrea Carlos, Manny Carlos, Jordan Applebaum, Ed Hahn, Barbara Balvin, Bruce Balvin, David Gross, Chris Chon and Elizabeth Finn.

# Community Service: Habitat for Humanity

STORY BY DAVID GROSS

PHOTO BY MICHAEL GALLAGHER

On Saturday, April 27th, 12 members of the Potomac Region came together on a cool and damp day to join up with Habitat for Humanity and help out the Boys and Girls Club of Prince William County. In the morning the group split up into two groups to paint directional arrows in the parking lot and assemble shelving, computer desks, gaming chairs and punching bags inside the club. After lunch, the group then tackled the job of tearing down a 10x20 shed that was in

disrepair and in danger of falling on the property. The group worked skillfully to bring down the roof and four walls and remove the debris to a dumpster, all while ensuring no one got hurt and feeling great accomplishment in the work that was done. At the end of the day, the group departed with a sense of community pride, in need of some Aleve and a good night's sleep. DV

## TECH INSPECTION



Inspectors Hugh Davis and Vince Vlasho, with car owner Chris Rengert.



Inspector George Whitmore educating the next generation of tech inspectors with youngster Luca DiQuollo.

# VIR Tech at Craftsman Auto Care

STORY AND PHOTOS BY DAVID DIQUOLLO, PCA POTOMAC TECH CO-CHIEF

On Sunday, April 7, Matt Curry's Craftsman Auto Care nia hosted our pre-event Tech Session in support of the Driver Ed event at VIR. This year we were back at their Merrifield, Virginia location. Craftsman always makes us feel welcome, and this year was no different. They kept us energized with coffee and donuts, and had a service manager and mechanics standing by to assist our tech inspector corps and answer questions for attendees.

For those who don't know (but you surely would like to), the PCA-Potomac tech inspection sessions provide an important safety check on our cars before they are put in potentially stressful on-track sessions. All cars go up on a lift and are subjected to a comprehensive examination – especially for any weaknesses in the braking and suspension systems, including the tires, drivetrains, and fluid systems. After a technical inspection, Potomacans can be confident that their cars are ready for an exhilarating day of Porsche performance. (Incidentally, all PCA-Potomac members are welcome to get up close and personal with their cars in our tech inspections, with the side benefit of getting a heads-up about any early-stage maintenance issues in their future.)

Matt Curry has supported Potomac's Drivers Ed program for over 20 years. In the early 2000s, he typically hosted tech sessions at Curry's locations in Chantilly and Dulles.

After Matt sold Curry's, he spent a few years working on hybrid/ electric car batteries, and then he began opening the Craftsman Auto Care shops. There are now seven locations in the Northern Virginia area. They have graciously hosted a tech session every year since they opened.

Matt Curry's ties to PCA run deep. He participated in the DE and Club Racing programs for many years and has been a long-time sponsor of Potomac's programs, along with many other car clubs. My first exposure to him and his Curry's shops was when he hosted a dyno day for the DSM Club (after "Diamond Star Motors," tuners into Mitsubishi and derivative cars from that Chrysler partnership era) in the late 1990s. Craftsman Auto Care continues the tradition by hosting tech sessions and DIY days for various car clubs and hosting occasional Cars and Coffee events.

At the event, we had over 30 attendees and inspectors, and over 20 cars were inspected. A couple of cars had issues that impacted their track worthiness, but the issues were resolved with the assistance of the Craftsman personnel. Special recognition to Craftsman staff who assisted in the event: Brennan Reidy, Manager, Technicians David Martinez and Luis Gomez and Marketing Manager Lindsey Bagle.

All in all, we had an enjoyable tech session at a very supportive shop. We look forward to returning in 2025. DV



## CONCOURS



Blessed with the best of springtime weather, the best of the best shown at the Concours. Photo by Ken Marks.

# The Second Annual Founders' Region Concours d'Elegance

**STORY BY GARY SIDELL, CONCOURS CHAIR**

On Sunday, April 28, a sunny, DRY, and hot day, our Second Annual Concours took place in conveniently located Tysons Corner, Virginia. With 77 cars of various models registered from the 1950s to the present, the day began with a complete haze out in the sky that soon gave way to brilliant sun and pure blue.

As a first this year, each car registered to be judged received a "goodie" bag (engraved insulated lunch-sized) containing Griot's Speed Shine, an engraved microfiber towel, an assortment of items from Hagerty, with a \$50 discount coupon for Rennline goods from 46 Enzuca. It paid to register! We thank our sponsors for supporting this endeavor and offering various services and products: Hagerty's, Porsche of Tysons, Griot's Garage, 46 Enzuca, Reflections Auto and VAL Collision.

Another first this year was free food and drink for all who attended. We offered hamburgers and hot dogs with chips and a variety of drinks. Our cooks for the afternoon were Concours volunteers Don and Joseph Arehart, with assistance from our Head Judge, and master of the awards ceremonies, John Truban.

In addition to our registered cars, this year produced at least 75 spectator cars, most of which were Porsches that could have qualified for the Concours itself. The high-powered spectator cars, most of which were GT versions, could be heard before being seen! In addition, they brought a rainbow of colors to the judging field.





Just one of the many cool cars in attendance. Photo by John Mills.



Can it be, Guards Red driving gloves?



Ellen Beeck, Bob Gutjahr, and their 1980 911 SC, winner of the Best of Marque Award, along with Concours Chair Gary Sidell. Photo by Percy White.



Don and Joseph Arehart grilling up free hot dogs and hamburgers. Photo by John Mills.



Charles Ackerman's 1984 Guards Red 911 Targa has an admirer... was it the matching dress? Photo by Lew Azzinaro.





Rubystone Red GT3 Touring. Photo by Ken Marks.



A couple of classics: Christopher Andreas' 1964 VW Type 2 Transporter and Mike Copperthite's 1953 356 Pre A. Photo by Mike.



A set of Porsche Cup wheels anchoring the canopy. A clever use of "stuff laying around". Photo by John Mills.



A row in the Late Air- Cooled 911's class...

As for the nuts and bolts of this event, our expert judging crew included Judges Stephen MacKellar, Darryl Nichols, Loki Babu, Bob Gutjahr, Ellen Beck, Bill Tate, Manny Alban, George Mrad, Percy White, and Brad Will. There were two judges per car, and each two-judge team covered at least a dozen different cars in the twelve categories. Photos of the class winners with their awards are included here. Judging the various pristine cars that participated was a challenging task, because the process was subjective rather than using a numerical score. Indeed, virtually any car was capable of winning its category due to the outstanding condition of all.

In addition to the category winners, we had five Grand Award winners: Most Significant Porsche, Mike Copperthite (356); Best Design, Matt Workman (911 GTS, America Edition); People's Choice, Crystal Jackson (2024 Taycan); Chairman's Award, Terry Pao (GT2); and Best of Marque, Bob Gutjahr and Ellen Beck (911SC).

A note of thanks to Concours vice chair Percy White, Jr. for his yeoman work of helping to register cars on arrival, then judging them upstairs, taking pictures of all the award winners, and, best of all, keeping track of who was who! he had a busy day, with barely a break to partake of lunch. We appreciate his efforts to make this event run smoothly.

We hope that next year, some of the spectator cars will decide to register to join the Concours itself, to make this a larger and more exciting event; we have plenty of room. As those who participated found out, the judging process and car preparation are not difficult to manage, and experience is not needed to participate. So, plan to bring your car out next year, get a valuable goodie bag, lunch on the house, mingle with other Porsche owners, and possibly win an engraved trophy suitable for your bookshelf, as you see in the winners' photos! DV



Photo by Ken Marks.



Kirt Bachman's purple 1995 993. Photo by Steve Grumbach.

## 2nd Annual Founders' Region Concours d'Elegance Results

### Grand Awards

Best of Marque Award  
Bob Gutjahr/Ellen Beck/1980 911 SC

Chairman's Award  
Terry Pao/2008 GT22

Most Significant Porsche Award  
Mike Copperthite/1953 356 Pre A

Best Design Award  
Matt Workman/2023 911 GTS America Edition

People's Choice Award (Determined by attendee voting,  
one vote per person)  
Crystal Jackson/2024 Taycan

### Class Awards

356 (ALL YEARS)  
Pete Russell/1962 356B Notchback

Early air-cooled 911, 912 (1964-1976)  
Charles Stringfellow/1967 912

914  
Gary Sidell/1975 914 2.0

Mid air-cooled 911 (1977-1989)  
Bob Gutjahr/Ellen Beeck/ 1980 911 SC

Late air-cooled 911 (1990-1999)  
Geroge Mrad/1996 993 Turbo

Modern 911 (1999-2011)  
David Rubin/2009 911 Turbo

Current 911 (2012-current)  
Lynn and Steve MacKeller/2017 991.2 Turbo

924, 928, 944, 968  
Percy White, Jr./944 cabriolet S2

Boxster/Cayman  
Rob Benjamin/2015 Cayman

GT cars (Cayman, 911)  
Jason Aldridge/2022 GT4

Modern Production (Cayenne, Macan, Panamera)  
Jason Abshire/2018 Panamera 4S

Outlaw Class (For all Porsches that have been noticeably  
modified from original specifications)  
Terry Pao/2009 GT2



## DRIVE & DINE



The group arrives at Dark Horse on a brisk, but clear day - perfect for a drive. Photo by Ann Sturner.

# Drive & Dine – Dark Horse Irish Pub

STORY BY DRIVE & DINE CHAIR LARRY FINKEL AND JIM MOSER

On a brisk Saturday morning in mid-April, 43 plus Potomacans gathered in Dulles, Virginia, to launch the Drive & Dine season. Two destinations were on the docket for the first drive of 2024 – Dark Horse Irish Pub and Blue Valley Vineyard and Winery. Jim Moser, our Event Lead for the day, meticulously planned the day's route, destinations, and logistics. Gathered in the Dulles Landing parking lot, the excitement in the air was palpable as each of our Porsches (and a few alien cars – more on that later), arrived to join the mix, and old and new friends got re-acquainted. After a group-wide meeting to review the plan for the day and welcome new Drive & Dine participants, we were on our way. Our 23 cars were separated into three drive groups, each having a Lead and Sweeper car to keep the caravan together and ensure a safe and fun journey.

The first group led by Jim Moser got off to a smooth on-time start, with Jim in his substitute car due to an unfortunate meeting between his 911 and a couple of deer earlier this year. No worries, though; Jim's Porsche is in good hands getting fixed up better than before, by local shops recommended by our fellow PCA members. Followed by the other two drive groups, we made our way via a beautiful county-side 53-mile route over the next hour and 20 minutes, arriving in Flint Hill, Virginia, for a delicious lunch at the Dark Horse Irish Pub. (Fortunately, no deer were encountered this time!) Dark Horse has hosted us for the past several years and, as usual, did a fabulous job welcoming and feeding our hungry and excited group.

Following brunch, the group departed for a 30-minute drive to the Blue Valley Winery in Delaplane, Virginia. This





Excellent day for a back roads tour! Photo by Ann Sturner.

newish establishment is situated on the top of a hill, affording wonderful 360-degree views of the rural Virginia landscape. My serendipitous coincidence, Drive & Dine co-chair Jackie Peters pre-arranged with the Blue Valley owner to reserve a room especially for us, which was fortunate as there seemed to be numerous bachelorette parties going on occupying nearly all the chairs!

These dining/wining establishments are somewhat out-of-the-way for most PCA Potomac members. The majority of the day's participants had never been to either. Readers might want to give them a try if they happen to be in the Flint Hill/Marshall/Delaplaine neck of the Northern Virginia woods.

Thanks to drive leads and sweeps of the day: LeRoy Mills, Brian Barry, Andre Abrantes, Okal Onyundo, and James Boland, in addition to Drive & Dine Chair Larry Finkel. **DV**



Larry Finkel (left in red jacket) and Jim Moser provide a briefing before the start of the drive. Photo by Ann Sturner.



From left, Stephen and Annette Farrell and Glenn and Nancie Havinoviski at Dark Horse. Photo by James Moser.



From left, Dory Thomas, Steve Kaye, Sarah Moser, Barbara Bilodeau and Leroy and Marilyn Mills. Photo by James Moser.



## ROAD ADVENTURE



Porsches arrive in Afton to start the tunnel adventure. Photo by Luke Popovich.

# Road Adventures: Blue Ridge Tunnel

STORY BY CINDY CHOI, RALLY CO-CHAIR

Imagine a convoy of 16 Porsche cars, split into two groups, driving from a cozy bakery shop to the Blue Ridge Tunnel in Afton, Virginia. The day is overcast, and the roads are winding and curving, making the drive exciting.

The drive starts from a cute bakery shop in Gainesville, Virginia, and as the drivers hit the road, they are treated to stunning views of green hills and countryside. The roads wind around, offering new views at every turn.

After a bit of driving, the first rest stop arrives. Everyone can stretch their legs, grab a snack, and chat about the drive so far. The break recharges everyone for the next leg of the journey.

Back on the road, the Porsche convoy continues its journey, the drivers enjoying the thrill of the drive. Another set of winding roads leads to the second rest stop, where the group takes another break, soaking in the scenery and sharing stories.

Upon arrival, the cars are parked, and everyone hikes a short distance to the tunnel entrance. Inside, the tunnel is in complete darkness, with only flashlights allowing you to see.

The cool, damp air and echoes of footsteps add to the tunnel's historic ambiance.

The Blue Ridge Tunnel, finished in 1858, is an impressive feat of engineering. It stretches 4,273 feet through Afton Mountain in Virginia and was built for the Blue Ridge Railroad. Back in the 19th century, it was really important for connecting different parts of Virginia. Nowadays, it's a cool piece of history you can visit to see how it was built and imagine what it was like back then.

After the excitement of the drive and tunnel exploration, it's time to relax. Half of the group heads to the nearby Blue Mountain Brewery for some delicious food and drinks, swapping stories and reliving the day's adventure.

As the day ends, the group reflects on the memorable Road Adventure. They are grateful for the opportunity to explore Virginia's countryside, experience the history of the Blue Ridge Tunnel, and forge new friendships. With excitement and memories, they bid farewell. **DV**





Exploring the inside of the tunnel. Photo by Randy Gross.



Historical marker sign. Photo by Rajiv Khandpur.



Potomacans gather at entrance. Photo by Cindy Choi.

## VOLUNTEERS

### Group White

Leader - Raymond McJonathan and Lynda Pejic  
Sweeper - Giuseppe Scaglione and Lisa Scaglione

### Group Yellow

Leader - Cindy Choi  
Sweeper - Mandy Warrington



Historical marker trailhead sign. Photo by Rajiv Khandpur.





The new S flies straight away to Florida; three days later Stu's Gentian Blue Carrera is offloaded in Naples where he enjoyed the car for the winter.

# Anticipation is Half the Joy

STORY AND PHOTOS BY STU WIRTZ

In German there's a saying, "Vorfreude ist die schönste Freude." Anticipation is half the joy. After my search for that just-right 911, I'm convinced the German who came up with that phrase worked for the Porsche marketing department.

Luckily for me, the Vorfreude is over. In January, I took delivery of the "perfect" Porsche I configured nearly two years before.

I was "between Porsches" longer than any Porscheophile should reasonably endure. And I was on the computer so long searching

for the right CPO car I have carpal tunnel. So, I decided, enough is enough — ordering a new car and getting exactly what I want would be worth the wait.

It was. But it was a wait. This is a story about that wait. The names have been changed to protect the guilty.

In early January 2022, I approached a local dealer in Florida, where I spent time over the winter, to place an Order Demand for a 911 Carrera S. An "Order Demand" is Porsche-speak for notification in their system that you seek an allocation for your





At a Gruppe meet of Porsche enthusiasts in Naples, the new 992 is a natural fit (lower right).

particular build. Then you wait. The dealer needs to receive an allocation for your model, and then determine they will offer that allocation to you.

Note two parts: receive an allocation for your particular model, and decide to offer that allocation to you. That latter part is the tricky bit. But let's discuss both.

There are nearly 200 Porsche Centers in the US, and together they sold 10,204 911s in 2022, and 11,692 in 2023. The math comes to about 55 per dealer. But it doesn't work like that, of course. Some dealers get a lot more, some fewer. And the 11,692 figure represents all 911s, about 25 particular models. So the number of allocations available per dealer depends greatly on the desired model.

We've all heard that getting any GT model these days is next to impossible. It is even harder than impossible for special editions like the S/T. So, I thought, okay, I want an S, one of the most ubiquitous 911 models on the planet. Surely I could get one of those.

Nope. If prior year statistics carry forward to the present, Porsche makes more GT3s each month than the other 911 trim levels. That makes sense. If you can only make so many 911s each year, and you can sell them – and Porsche can – then why not make more of the most expensive models?

I still thought I'd be okay. Why? Because my dealer in Florida is the second highest volume Porsche dealer in the country, behind Champion Porsche in Pompano Beach, also in Florida. (Champion has, and always will, receive more allocations than any other dealer. The reason stems from Champion stepping up to buy cars from Porsche in the '80s when no other dealer would or could. Porsche had come upon difficult times, and 1980 was the first money-losing year in the company's history.) My local Florida dealer gets a lot of 911 allocations, over 300 in 2022 to be more precise, so I thought I came to the right place. But remember the tricky part: they have to decide to give an allocation to you. In my humble view, how a dealership decides to dole them out is a reflection of how they do business.

So, in January 2022, I placed an Order Demand for a 911 Carrera S (base price at sale, \$131,300; it was lower in 2022, of course, when I started all of this), manual, sport chrono, rear axle steering and PLENTY of other pricy options. It wasn't an S/T, but it wasn't a cheap car. I guess everything is relative. The day I placed my Order Demand the dealership had three pre-owned 911 GT3 RSs for sale, each well over \$400,000. I went back a few days later and all three had been sold. The salesman told me he had taken five calls just that morning from others looking for an RS. That, and the 911 GT2 Clubsport in the showroom, should have told me something, but I didn't think anything of it, I just thought the cars they had were cool. I should have known then my Carrera S wouldn't be much of a priority.

It wasn't, it turned out. Luckily, five months later, I met the General Manager of Porsche Mechanicsburg at the Porsche Swap Meet in Carlisle. We struck up a conversation and he told me his C2S list was the shortest he had. I didn't imagine I could submit an Order Demand with a second dealer. But he said I could – so the next day I did just that.

Wondering how things were going, I would reach out now and then to both dealerships. I never heard anything encouraging from Florida even if they did return the call. I would always hear right back from Mechanicsburg, from the GM himself. Exactly one year to the weekend, I met the Mechanicsburg GM again at the Swap Meet. He told me I was in luck; he'd know something soon and I'd have my car by year's end. He missed it by a few days. I took delivery in early January.

To learn, because this stuff interests me, I met with the salesman in Florida to ask how the second-highest volume dealer in the country couldn't get a C2S allocation in two years. He told me – and showed me the paperwork to prove it – that even though they got over 300 allocations, only four were for C2Ss. But those are statistics; he didn't give me an answer. The answer is simple: They got four C2S allocations because that's all they wanted.

In case you're wondering, discussions with both dealerships were strictly MSRP, with no additional dealer mark-up. In theory, anyway. The aforementioned Porsche dealer in Florida always asked for a trade-in. Would this have hastened the process? Maybe. But demanding a trade-in is the same as requiring ADM. Trade-ins are not made at the current market value. They stress that you'll save on the tax. What if I had a prior history? You'll hear that all the time from dealerships – you need to develop a relationship with us. Rubbish. I've bought new Porsches before and I did have a relationship with a third dealership (in our area). They were never interested in even taking my Order Demand. All they said was we have tons of people on "the list."

I don't know if there are any lessons from all of this. Maybe some Porsche Centers are more upstanding than others. I can certainly tell you what Center I'm dealing with from now on. But if you're still waiting, don't worry. Remember, anticipation is half the joy. DV





March 2024 at VIR. Photo by etechphoto.com

# Power versus Precision: Supercar versus Racecar

STORY BY KENNY KONG

PHOTOS BY KEN MARKS, KENNY KONG AND ETECHPHOTO.COM

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## My First Supercar

I was 10 years old sitting in a library back in my native Chicago sifting through the May issue of Car and Driver magazine; it read, “The people’s Turbo.” The unmistakable silhouette of a yellow 911 and that big ol’ whale tail was love at first sight.

The Mike Tyson of 911s, the Turbo sits atop the range, and in S trim was the highest-performing 911 available: 523 bhp at 6,250–6750 rpm, with a 3.8 L twin-turbocharged flat-6 engine. Able to punish your spine with enough torque to reverse the Earth’s rotation, few cars launch harder to 60 mph than this adrenaline-infused powerhouse (3.1 seconds). I wanted one. Bad. Shortly after, an enclosed trailer in front of my house delivered my first supercar, a white 911 Turbo (I cried like a baby that night). I quickly joined PCA Potomac, and signed up for a few autocrosses and an HPDC; I showed up for my first HPDE in the summer of 2020.

## Power: The Supercar

The 911 Turbo is the Superman of cars. Faster than a speeding bullet, and able to leap a dozen cars in a single bound; the last son of Stuttgart. Its world-conquering performance is almost comical; tracking the Turbo is a RIOT. Like borrowing Thor’s hammer for some home renovations (demolition), the hallmark of Turbo is the power. Your head had better be against the headrest before detonation because the way the Turbo puts down the power can give you a concussion.

It’s massive, very imposing, and extremely powerful, but also heavy – being saddled with additional hardware for the all-wheel-drive system and turbochargers. While the Turbo defies the laws of physics in its ability to move its 3,800lb rump roast, it does require patience to get it around the track.





June 2022 at Pittsburgh International Race Complex. Photo by etechphoto.com



Kenny and his 2014 911 Turbo early in his ownership at Summit Point.



June 2022 at Watkins Glen International. Photo by etechphoto.com

Slowing the car down requires some extra runway, so you'll be braking earlier than everyone else. Once you get it into the corners, get on the power too early and the front tires begin to protest with a healthy dose of understeer. Driving the Turbo proficiently requires patience. Position the car correctly, give it a second to dig its claws in, and drop the hammer. The all-wheel-drive and sheer thrust propelling you out of a corner is unbeatable. When the track straightens out, there are few cars this Tour de Force can't get past.

Some say the Turbo is a "point-and-shoot" car and yes, it's so competent that it makes it look easy. But there's something about big power and the responsibility that comes with it. Like going for a jog with your pet tiger, it requires a different

approach and skillset to manage all the power, torque, and weight. But if done right it gives any car a run for the money. Over the next three years, I would continue to work on car positioning, preserving corner speed, and smoothing my inputs to manage the balance of the car and exploit the power. I thoroughly enjoyed being the oddball in the Turbo contending against GT3s (and even RSs) on their home turf, and would average a whopping 40 track days per year (yes, I married a good gal); but alas, it was time to return to my naturally-aspirated roots and say goodbye to the "Great White Shark".





March 2024 at Summit Point. Photo by etechphoto.com

## Making the move to a Racecar for the Street

To compete in the FIA GT3 cup, Porsche homologated the 911 armed with negative calories, aero upgrades, and a free-spinning naturally aspirated engine that revved to the moon. Thus, a motorsports-derived variant was born. It was a racecar for the street, the release of the GT3 drew a fork in the 911 road – turn here for the racetrack. During the offseason in late 2023, I traded the Turbo in for a Lizard Green GT3 RS which adds a little more of that special rennsport sauce to the already potent GT3.

The contrast between the GT3 RS and the Turbo is stark. Driving the Turbo to the dealer to trade in, the engine turned at a comfortable 2,000 RPM. Overtaking a car didn't even require a PDK downshift. A little bit of throttle is all that's needed to summon the army of torque to propel the Turbo; the car simply locked itself in a lane and cruised comfortably up the highway. Driving the GT3 RS back home, it was a completely different story. The close-ratio gearbox had the engine spinning at a busy 4,000 RPM the entire ride home. Overtaking in a GT3 RS requires downshifting a million gears to uncork its 4-liter flat 6. The engine starts screaming expletives, and before you can even finish dropping your own F-bomb, you've hit its 9,000 RPM redline. If the Turbo was a 5-piece jazz band, the GT3 RS is the London Philharmonic Orchestra with John Williams at the helm. The thunder between 8-9,000rpm is simply mega. Driving a GT3 RS on the street is like running a marathon with no shoes on. The suspension has very little rubber to isolate vibrations, so you're rewarded with an immense amount of feedback. You feel every single expansion joint and painted stripe on the road.

## Precision: The Racecar

After riding War Admiral for the last three years, I arrived at our HPDE season opener in 2024 with Seabiscuit. Down 200lb/ft of torque, 80 horsepower, twin turbochargers, and a whopping 600lbs as similar as the silhouettes are, this will be a completely different ride.

Going from the 911 Turbo to the GT3 RS was like upgrading from VHS to 4K; the GT3 RS is the 911 in High Definition. The naturally aspirated drivetrain of the GT3RS is the highlight here. Throttle-steering in the Turbo felt like you could only modulate the throttle 20 percent at a time; get too greedy and the twin turbochargers will throw 500lb/ft of torque to disrupt the party. In the GT3 RS, a gentle lift of the throttle allows you to trim a few hundred RPM and tuck the nose of the car back in to adjust your line. This thing goes where you want it to go.

Drive over a quarter in the GT3RS and you'll know whether it was heads or tails. The amount of feedback the steering telegraphs to your hands adds clarity but more importantly, confidence. So nimble and agile, it obeys your every command. Like a figure skater, the 3RS is light on its feet. It rolls hard into a corner and digs its toe pick into the apex, before loading up for a triple axel on the way out. The response is immediate. While it doesn't have the afterburners of the Turbo, the corner speeds of the RS are so much higher that the Turbo has to play a brief catch-up before it can begin to eat away at the corner-speed advantage.





It runs in the family: sons Jordan (3) and Mason (7).

## Final Thoughts

I can't tell you how many times I've been asked, "Which one's better?". Having driven the RS on the track, it has made me appreciate the Turbo so much more. Tracking the Turbo is like driving the golf ball 400 yards on every tee shot; the power is addictive! Burying the throttle is like snapping your fingers wearing the infinity gauntlet; objects in the rearview mirror begin to disappear quickly. A jack of all trades, the Turbo can pick up the kids from school, make grocery store runs, cross continents at high speeds, and tear holes through the fabric of time and space. It is the "everyday supercar."

The GT3 RS is the most technically precise car I've ever driven. It is lightweight, agile, and on a mission – the Seal Team 6 of the 911 line. Like a set of forged golf irons that allows you to shape your shots and control the spin of the ball, the 3RS is a driver's car and when driven well, can be extremely rewarding to drive. But it requires extremely precise inputs. Over the last six track days of speed dating the GT3RS, one of the first things I did was spend time down at the skid pad to get reacquainted with the rear-wheel drive again. Like a puppy wagging its tail, this thing just wants to play! Driving this car proficiently and getting the most out of it requires focus and deliberate inputs. The car is so capable, it will take me years to figure this thing out – but learning is what makes it so fun. In the end, motorsports is not really about the cars but rather the art of driving. The GT3 RS represents the ethos of Porsche's motorsports, and I'm so fortunate to be able to express my passion for driving in one of the very best cars ever made.



Kenny takes delivery of the 991.2 2019 GT3 RS in December 2023 at Wide World Ferrari, Spring Valley, NY.



From Left, Henrik Ojikutu, Camille Henderson-Davis, Karen and Ted King, Kenny and Mason Kong, Davis Eastman, Alan French, and Shawn Davis celebrating Kenny's Enthusiast of the Year Award at AstroLab Brewery in Silver Spring Maryland, February 2023

## It's not just the cars, it's the people.

You see, I showed up as a casual track-day-driver-turned-track-day-junkie – PCA Potomac has given me a place to drive and thrive. Anyone can find a local track day or DE program anywhere, but Potomac is the only place that I call home. We are a club that's purely driven by volunteers and "it takes a village," and who commit their time to making all of our events happen. Over the years, I would look for opportunities to serve beginning as our club race grid marshal, track registrar and even joining our instructor corps. It's great to see so many enthusiasts with a passion for the brand and high-performance motorsports come together. I would be remiss if I didn't give a very special shoutout to Ken Larson, Mia and Brian Walsh, Diane Sullenberger, Jay Smith, our instructors, and all of those who have been alongside me on this extraordinary journey. I've been so blessed to have been able to experience two of the finest expressions of automotive excellence. But to me, *it's the people...* DV





2016 Porsche 991 Carrera Coupe. Photo courtesy of Dave Olimpi Automobiles.

# LATE MODEL AUDIO UPGRADES

STORY AND PHOTOS BY MARK MILLER

In the previous two articles, we discussed upgrades for air-cooled and early water-cooled vehicles. This article will discuss 981, 982, 991, and 992 audio upgrades – so, 2012.5 and newer 911, and 2013 and newer Boxster and Cayman. A lot of what we discussed in the last article will carry over, but some technological changes are happening as we are looking at cars that are more modern.

Let's start with 2012.5-2016 911 and the 2013-2016 Boxster and Cayman. These vehicles came with either the CDR31 or

PCM3.1 radios. The major difference between them was that the PCM models had integrated navigation. If we go back into the past, many of these radios failed. In more recent years, failure can still be an issue, but it looks like most of the bad ones have been replaced at this point. We worked on a car last year that came to us with a bad PCM3.1 in the dash, so we replaced it with a quality aftermarket unit using a factory Porsche radio trim kit (or "escutcheon"). Backup cameras were a rare option on these cars, and many people wanted that



981 with CarPlay & Android Auto radio.

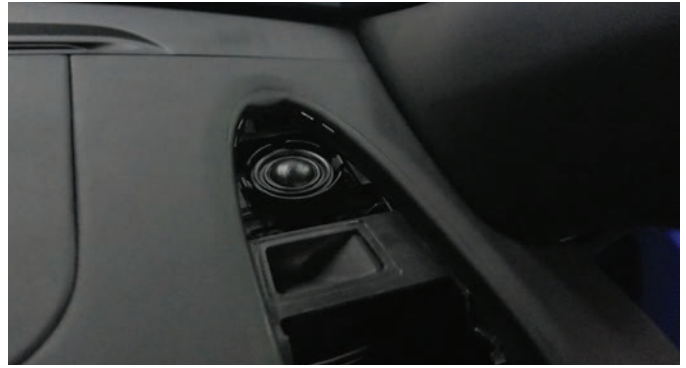


Factory-looking backup camera on a 2014 Cayman S.





Replacement woofer and midrange on custom mounts with sound damping applied.



Upgraded tweeter on the custom mount in the original location.

feature. Years ago, we would sell someone a backup camera as a stand-alone option. Nowadays, we can add a wireless CarPlay and Android Auto module that works through the original touchscreen and has options for a backup camera and a forward-facing camera. That is the way to go in our opinion if you want to keep the original radio and update the technology.

When you replace the existing radio, you eliminate the possibility of the stock unit coming around to bite you in the behind. Good quality interfaces will allow the new radio to work with steering wheel-mounted audio controls and a base-level or premium audio system. Any convenience settings will now be operated via the instrument cluster should you change out the radio. It is still easy to do and we coach our clients on the process.

In 2017, Porsche came out with the 991.2 911 and the 982 series of the Boxster and Cayman. That brought us to PCM4 radios. The 982 models still use this in their 2024 models, but the 911 changed in 2020 with the 992 series car. Many of the PCM4 vehicles came with CarPlay built in, but if not, there is a module available that works similarly to the one we talked about above. One important note is the module also gives you wireless Android Auto and the capability for a front camera, options that some people really desire. In this generation vehicle, we rarely change the radio out when doing an audio upgrade, because quality interfaces are available.

The 2020 and newer 911 and the 2019-2023 Macan and Cayenne use the PCM4.1 radio, and they don't need to be swapped. There are quality interfaces to add a front camera option to them, and quality interfaces are available if you want to upgrade the audio portion.

Now let's talk about making the stereo system sound better. The good news is that all of the sports car models we are discussing today can get similar audio upgrades as the last article we posted. Upgrading the speakers in the stock location and adding an amplified digital sound processor (DSP) makes a world of difference in these cars. To recap, a DSP is the secret sauce that a professional touring company uses to deliver the same quality sound at all the different venues where they perform. If you think back, you will



Amplified DSP installed in stock location under the passenger seat.

probably realize that a concert you heard in the last 10 years will typically sound loads better than one from three decades ago. I use the analogy of the Baltimore Arena. Years ago, any concert there sounded horrible because of the acoustics. Nowadays, it can sound great. A DSP is the reason why. For over 25 years, we have had this technology available in car audio. Still, in the last six years the cost has come down, and manufacturers have started integrating them into the amplifier, making for a simpler installation process. What does all of this mean to you? In short, a person can come to us with a GT3 with the basic Sound Package Plus and leave two days later with a system that blows away a Burmester system in clarity, output, and low-end bass reproduction – all while having a car that looks stock and is completely reversible, should the need arise.

In closing, if you have any interest in learning more about upgrading the audio or technology in any generation Porsche vehicle, email me at [mark@westminsterspeed.com](mailto:mark@westminsterspeed.com). I am glad to help guide you in your decision-making process. I love this brand and enjoy the relationships that I have developed with you. DV

## EDITOR'S NOTE

Mark Miller is the CEO of Westminster Speed & Sound and Vice President of PCA Chesapeake. DV appreciates Mark's efforts to bring us this informative series and we look forward to hearing from him on future occasions.





Porsche Panorama January 1977 Cover.



## Confessions of an Amateur Porsche Mechanic

By Gene Wirwahn  
Mid-Ohio Region

They say that good things come to those who wait. After such a lengthy wait there appeared on the available horizon a 1961 356-B, 1600 Super, Porsche. Just seeing it recalled Ken Purdy's words that, "Holes exist in traffic for Porsche drivers that just don't exist for drivers of other cars." So it was with great enthusiasm and joy that I purchased my first Porsche.

Its engine had been rebuilt with tender, loving care. Its paint glistened. The previous owner had taken care of all the minor cosmetic problems. There was virtually little for me to do in the way of working on the car. However, as luck would have it, one problem did arise to test my mechanical mettle.

This particular fly in the ointment was a sporadic high rpm miss, or "hesitation." After replacing the plugs and the condenser, making sure that the timing and valves were set properly, and making numerous other small adjustments, there remained only the carburetors. It was with some degree of trepidation that I took on these two mechanical foes. I had been strongly advised that, while mere mortals could obliterate rust on body panels, replace engines and polish the paint, it was left to the higher echelons of mechanical genius to even attempt to tune the carburetors. After purchasing a Uni-Syn and memorizing its brief instruction booklet, with a prayer in my heart, I tackled the job. After four hours of leaning over into the

compartment where my Porsche engine resides, which was obviously designed to be worked upon only by pygmies or while standing in a very deep trench, I got the carburetors synchronized according to the little red ball in a tube. Accomplishing that feat, which resembles sawing off the legs of a chair, and the knowledge that my backbone would return to its upright position in approximately twenty-seven and a half hours, gave me great cause for celebration. However, nothing in this world seems to be perfect. Roses have thorns, and my efforts were not a complete success. The idle intermittently ranged from 1400 rpm's to 600 rpm's.

Realizing that Ferdinand did not build the Porsche in a day and that master mechanics did not achieve their prowess overnight, I didn't let a small thing like a wandering tachometer needle bother me. As Scarlett O'Hara has often been quoted as saying, "Tomorrow is another day." I was very eager, though, right then and there, to give the car a test run. As I accelerated through the gears, utilizing holes in traffic that Chevrolets, etc., never even dream exist, I was very relieved and proud to find that no longer was I accompanied by the hesitation and flat spots which previously had been present. In fact, everything seemed to be mechanically copacetic. After several miles of this utter bliss, I determined that we, the car and I, deserved a chance to see what we could do, and so with confidence I accelerated smartly onto the approach ramp of the expressway. Running through the gears with the open road in front of me produced that feeling of bliss that only

20/PORSCHE PANORAMA

# Gene Wirwahn's 1961 356 in *Panorama*

Copyright *Panorama* 1977, reprinted with permission courtesy of PCA

STORY BY STEVE GRUMBACH

While a PCA member in the Mid-Ohio Region in the '70s, Potomacan Gene Wirwahn provided this account of his adventure with a 1961 356 B that appeared in *Panorama* in January 1977. In recalling his ownership, Gene said, "I bought the 1961 356 B in 1971 when living in Birmingham, Alabama, fresh out of law school in 1968. I drove it to Columbus, Ohio in

1972, when I [started a job] where it remained until 1978." He subsequently relocated to Vienna, Virginia in 1979 to join a D.C. law firm.

He further added, "The story in the article published in... *Panorama* is a true account of my trying to adjust the



Porsche pushers have come to know and love.

As fourth gear was engaged, Walter Mitty me had been replaced by "Helmut Herder," famed Porsche pusher of my imagination, who very expertly began to negotiate the slight uphill as the speedometer approached 90 miles per hour. All of a sudden Helmut disappeared and I was back in the driver's seat with no help from Hertz, being brought back to reality by a complete, sudden and seemingly irretrievable loss of power. Stepping on the accelerator was like placing one's foot in a bucket of grapes. The only results were backfires, leaps and very sick-sounding coughs from the engine. Luckily, by coasting downhill and by putting my accelerator foot pedal to the floor (correction - bottom of the bucket), I was able to limp up my driveway and into the garage.

The feeling was indescribable, as my heart now resided in my shoe-tops. My chin dragged on the ground. I raised the trunk lid, attempting to peer into the innards of the engine to diagnose its ailments. The fact that no terrible metal-to-metal sounds were emitted when the engine did fire somewhat buoyed my spirits. Also, there were no big streams of oil or gaping holes to be seen. Finally realizing defeat, I very dejectedly took my body inside and confessed to my bride that I had probably destroyed the engine on the Porsche. I told her that even if I hadn't, I was going to sell the car because the trauma of attempting to keep it in perfect shape was more than I could bear.

Two remorseful hours later, reinforced by strong drink, I went out to the garage just to see if it would even turn over. I should have stayed inside. The engine spun freely and cleanly, with no terrible noises, but would not start. With even greater dejection than before, I reported to my wife that the engine wouldn't even run, and that not only was I going to have to confess to professional Porsche mechanics that I had fouled things up, I was going to have to have the car towed to the site of my confession. With that condescending look that wives get just before they lower the boom on you, and yet with great understanding, she said, "Well, if it won't run, could you possibly be out of gas?"

The phenomenon that I experienced at that time was a combination of a massive light bulb being switched on like Ford's "better idea," and the stone being rolled away from the door. She might just be right. With a song in my heart and my chin now off the floor, I ran to the garage, flipped open the door, switched on the ignition, looked at the gas gauge and, behold, it did register "bone empty." Never having used the reserve switch before, I attempted to decipher, with shaking hands and trembling eyes, its three Teutonic positions. Finally deciding upon one of the three, I turned the key in the ignition, and my

ears were greeted with beautiful music. My engine, the Porsche masterpiece, tuned by my very own self, was running - not only running, but doing so smoothly and well, except for an occasional backfire and miss due to the very little bit of gas there was left.

It now being 11:00 at night, I closed the door and went to sleep, the sleep of the blessed, knowing that tomorrow would dawn another day and that at the break of dawn my feet would be seen sticking out from under my Porsche, readjusting the valves to make sure they were perfect, unwrapping the Uni-Syn and giving it another try, this time with gas in the tank. ■



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Period photos of Gene enjoying his silver 1961 356 B with other PCA Mid Ohio members at their Concours (around 1978).

carburetors shortly after buying the 356 B in Birmingham. The photos with the article were taken at my house in Powell, Ohio."

Recalling his stewardship of the classic Porsche 40-plus years ago, Gene said, "The 356 B was white with blue interior when

I purchased it and in very good condition all around. Looking back, I am not sure why, but I had the body stripped to bare metal and restored completely in Sunbury, Ohio, replacing all glass and chrome, renovating the interior, and repainting in silver. I kept the 356 B until I sold it to a PCA Mid-Ohio member when I moved to Vienna." DV



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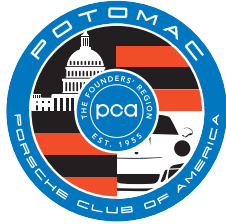
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APR  
2024



# New Potomacans

## MARCH

**CHARLES BRAGALE**  
2014 911 Carrera S  
from Bethesda

**XING CHEN**  
2017 Macan S  
from Washington

**HENRI FISHER**  
2000 911 Carrera  
from Clinton

**WILLIAM FORMWALT**  
2008 911 Turbo  
from Burke

**JASON FREEMAN**  
2016 Boxster GTS  
from Washington

**AARON GORSKI**  
1971 911E Targa  
from Alexandria

**NICK GROTH**  
1978 924  
from Alexandria

**AKBAR HUSSAIN**  
2009 911 Carrera S  
from Ashburn

**LEO KAHNG**  
2022 911 GT3  
from Clifton

**ARASH KALANTARINIA**  
2014 911 Carrera 4S  
from Reston

**JIM KHOURY**  
2019 911 Carrera S  
from Sterling

**ERIC LYTTLE**  
2010 911 Carrera S  
from Arlington

**SHAUN MCCONNAGHY**  
2013 Boxster  
from Herndon

**ROBERT MURPHY**  
2013 Cayenne Diesel  
from Stafford

**CLINT ODOM**  
2002 911 Turbo  
from Lorton

**ROBERT OWENS**  
2003 911 Carrera  
from Herndon

**ALEXANDER PETITO**  
2014 911 Turbo S Cabriolet  
from Leesburg

**FRANTZ PINTHIÈRE**  
2006 Boxster  
from Clarksburg

**LARRY REED**  
2001 911 Carrera Cabriolet  
from Olney

**DANIEL RICHARDSON**  
2008 911 Targa 4  
from Washington

**DAVID RODGERS**  
1989 944 S2  
from Alexandria

**STEPHEN SCHMIDT**  
2020 Taycan Turbo S  
from Vienna

**ELEANOR THOMPSON**  
2021 Macan  
from Sterling

**ALEX TODOROV**  
2008 Boxster RS 60 Spyder  
from Washington

**JACOB LOPEZ**  
2001 Boxster S  
from Alexandria

**SEAN HORTON**  
from Boonsboro

**NEW MEMBERS = 26**



## Call for Porsche Automobilia

We're looking to feature Potomac's automobilia. Doubtless you have interesting artifacts, posters, trophies, badges, programs, models, emblems or other Porsche related collector items stashed away, displayed in your office or sitting on a bookshelf that would be of interest to the club. Time to let light shine on those items we'd like show in future editions of DV!

### SEND US YOUR AUTOMOBILIA

Please submit your items with your name, a brief description and high-resolution photo(s) by email to: [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org) And watch this space!



APR  
2024



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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 and adventure stories with your Porsche - foreign or domestic.
- First hand accounts of attending a motorsport event in which Porsches participated.
- 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 owners of vintage or historically significant Porsches (or a collection).

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Driver Education event or just an entertaining Drive & Dine.
- Your story of participating in a PCA national event, such as Treffen or Parade.
- 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.

Browse the MAGAZINE area on [pcapotomac.org](http://pcapotomac.org) for submission instructions, the latest edition, 50+ years of archived DV, and more!

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# Porsche Tail Light Picture Puzzle

Think you know your Porsches? Match each picture to the list below. Answers in the Key.



1



2



3



4



5



6



7



8



9



10



11



12



13



14



15



16



17



18



19



20

A 1953 356 1500 Super  
 B 1958 356 A Speedster  
 C 1962 356 B Notchback  
 D 1961 356 B

E 1967 912  
 F 1973 914-6  
 G 1986.5 928  
 H 1987 924 S

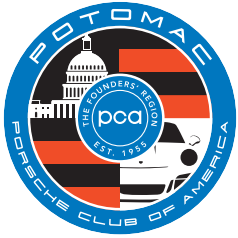
I 1989 911 Carrera  
 J 1993 911 RS America (964)  
 K 1994 968 Cabriolet  
 L 1995 911 (993)

M 1996 911 Turbo (993)  
 N 2002 Boxster S (986)  
 O 2002 911 Turbo (996)  
 P 2006 Carrera (997.1)

Q 2009 Carrera 4 (997.2)  
 R 2010 GT3 (997.2)  
 S 2022 Cayman GT4 (718)  
 T 2022 GT3 Touring (992)

KEY: 1=R, 2=A, 3=M, 4=O, 5=Q, 6=G, 7=B, 8=L, 9=J, 10=I, 11=T, 12=H, 13=E, 14=C, 15=N, 16=N, 17=K, 18=D, 19=F, 20=S





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