

# der Vorgänger



1960 RS60 Spyder

1960 Florio  
1960 Florio

1960 | 718 RS60 Spyder

1960 | 1ère place | 12 Heures de Sebring  
1960 | Platz 1 | 12-Stunden Rennen

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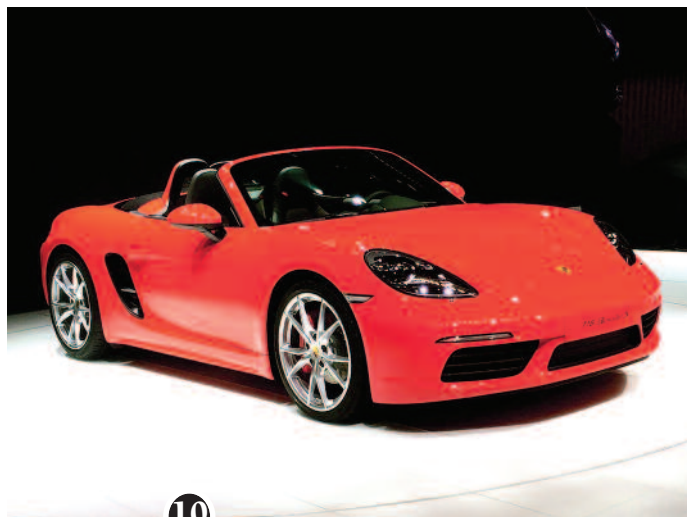
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# Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2016 calendar
- 10 Confusion and Clarity by Sydney Butler
- 15 The Next Course by the Drive & Dine Committee
- 17 So You Want To Have A Car Show? by Ron Davis and John Truban
- 19 The Big Bang Theory by Tom Neel
- 20 It's Never Too Late to Fall in Love with Porsches by Kristina Giovanis
- 22 Drive & Dine trip to the Hershey swap meet by Glenn Havinovski
- 24 2016 Deutsche Marque at Nottoway Park by Ron Davis and John Truban
- 28 New Potomac members and anniversaries
- 30 Readers and their cars

Cover photo: A Porsche 718 on display at the Geneva Motor Show. Photo by Sydney Butler. Story on page 10.



10



15



22

## der Vorgänger

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# Serenity

Sammy Hagar got it right; I can't drive fifty-five either. For nearly fifty years, I have been trying to slow down and enjoy the ride. It's not working. I know the only reasonable venue for driving fast is the track but when I'm trying to get to University Park to visit my son at Penn State or driving a backroad in the Shenandoah Valley, I almost always pass every car on the road. I don't drive foolishly but it does seem that, with rare exceptions, everyone else is driving more slowly.

Simply enjoying my Boxster GTS should be enough. Its solidity on the road, the wondrous exhaust note, the sun on my increasingly thinning hair, all ought to suffice, but no, I also like to drive with purpose and be getting where I am going. On occasion this driving style gets unwanted attention, so every few years I have a conversation with a police officer. I don't mind really. I was a Police Commissioner and Public Safety Director many years ago and, despite evidence of recent events to the contrary, most highway police are polite and have the proof of my transgression!

I should slow down. In the next weeks, I have road trips planned to Lexington, Virginia, Lambertville, New Jersey, and State College, Pennsylvania. I have decided to make my Rally navigator / spouse really happy and stick to driving no more than nine miles an hour over the



Glenn Cowan



Michael Sherman

posted limit. She can relax and won't have to listen to me going on about apexes and super elevated curves. I, in turn, will try to become one with the car and stop worrying about whether the Valentine One is falsing again.

This will result in being on the road for about an extra hour each way for the three trips. Let me think; that's a total of 6 hours more on the road which is what it would normally take to make one of the round trips. So I could actually make an entire round trip with the time that slowing down will cost me. I'm sure I won't notice or mind. Actually, I'm sure it will make me irritable and I'll be worse company and not as good a driver. I can't help but think that this car is made to drive quickly and not doing so will really detract from my enjoying the ride. I'll report next month on how it works out.

— Glenn



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# Vanity

In January 2008 my wife (Gail) and I purchased a 2007 Carrera S; I enjoyed the thrill of driving it, and Gail seemed to enjoy riding along as a passenger. Anyway, we were out for a Sunday drive one day and noticed a personalized DC license plate which was issued by the National Association of Black Scuba Divers (NABSD). I had been thinking about getting a personalized plate for the 911 but had only been thinking along the lines of my initials (HCH) or maybe even PORSCHE (which by the way is still available in DC). Soon after seeing the NABSD plate, I saw a Porsche Club of America plate on the back of a Denali belonging to long-time PCA members Marianna and Howard Kympton.



Howard Hill

tent) and met many members along the way, each of whom reminded us that this club is not just about the cars, it is about the people. Roughly two years after starting the project, we were approved by the DMV and started issuing PCA plates in DC.

For the last several years, I have been trying unsuccessfully to bring PCA license plates to the Commonwealth of Virginia. Fortunately, I recently learned two things: first, that we have a PCA member among us who is also a Member of the Virginia Legislature; and, second, that we might be able to be approved without the now required 450 prepaid applications. (When we first started, we needed only 250 prepaid applications.)



Gail and I decided that our 911 should sport a PCA plate. After researching the DC Website, we found a long list of organizations which offered personalized plates (including the NABSD), but we were disappointed not to see PCA included in the list. I asked then-President Tuffy von Briesen whether or not we could try to bring PCA license plates to DC. He said, "Go for it; and let me know what if anything you need from me!" Tuffy encouraged me to give it a try but told me that the Club had tried unsuccessfully for many years to get PCA plates in both DC and VA.

After gathering the required paperwork, Gail and I undertook the mission of gathering all of the required signatures. We travelled every quadrant of DC door-to-door (and paddock tent-to-

If you would like to join the effort and help bring PCA plates to the Commonwealth, please send an e-mail to [vaplates@pcapotomac.org](mailto:vaplates@pcapotomac.org). If you want to get PCA plates in DC, please send an e-mail to [dcplates@pcapotomac.org](mailto:dcplates@pcapotomac.org). If you wish to get a PCA plate in the State of Maryland, then contact the Chesapeake Region. Some say that these PCA plates are vanity plates; I say that they show our solidarity. Please join me in this effort.

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Photograph by Ken Hills - PCA Potomac Club Race 2015



# Potomac's calendar

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

## April

- 1 Instructors & Candidates DE Summit Point Main. 6:30am – 5pm.
- 2 Summit Point Main DE. 6:30am – 5pm.
- 2 Potomac's Wine Bootcamp Drive & Dine to Little Washington Winery. Manassas Battlefield Visitors Center. 9am – 3:30pm.
- 2 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 9 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.
- 10 Autocross school, RFK stadium, 7am – 2:30pm.
- 15-17 Drive & Dine Hershey Swap meet.
- 16 Potomac's Rally #1 Gary Brindle Memorial Rally, 9:30am – 12:30pm.
- 16 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 23 Potomac's Trail Ride & Cookout w/ NVJA.



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## Potomac Monthly Brunches

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

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

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

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

## Cars & Coffee

### Hunt Valley, MD

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

### Burtonsville, MD

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

### Great Falls, VA

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

### Bethesda, MD

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



# Confusion and Clarity



*Story and photos by Sydney Butler*

The Porsche and Bugatti presentation stands are next to each other in Geneva's glittering Show Hall. In front of me is the Bugatti Chiron, a two/tone blue masterwork of power and extravagance. To my left are Porsche's newest models- a 718 in Java Orange, and a 911R in white with vintage racing stripes and side logos. Cameras flash all about. I am in an automotive kaleidoscope, bewildered by thoughts of "how did I get here, how did Porsche get here?"

One could scarcely blame me. I am an old time Porsche guy, growing up in a simple world of 911s and a company that lauded its family heritage from Ferdinand Porsche forward. It was easy then. I felt unique and included. I lived to drive my 1966 Irish

Green 912 and open the weekend sports page to see if Porsche won at Sebring, Watkins Glen, Le Mans.

Time leap 50 years, and I am now dumbstruck by the splendid Chiron a few feet away, flabbergasted that this 2.6 million dollar land/space ship—named for a renowned French driver-- is produced under the same management (VW) that created the two German cars across the red carpets of a Swiss Auto Show. (And if that isn't confusing, consider that Bugatti's founder, Ettore Bugatti, was an Italian who lived in Molsheim, Germany, which is now Molsheim, France).

Grasping for clarity, my first thoughts ran to comparisons. You could buy twenty 718s plus five 911Rs





LEFT: The new 911R in white and the red 718 Boxster were previewed at the Geneva auto show.

## Geneva International Motor Show – March 1-2, 2016

for the price of one Chiron! Being a Porsche guy, I felt smug—but only for an instant. Because this Chiron—with its 1500 hp, 1180 ft lbs of torque starting at 2500 rpm, 270 mph top speed, high art design, and stunning luxury and perfection finish—was probably worth those 25 Porsches combined. (Pause a moment to comprehend that the audio speakers alone contain four carats of diamonds to balance pitch. You readers, who are considering matrimony, can just bypass the engagement ring and buy a Chiron).

I remained lost as I left Bugatti and headed over to Porsche. An enthusiast with no tire grip, a writer with no story. Now standing at the rear of the 718, I focused on the taillights and the Porsche lettering strip

that connected them horizontally across the rear trunk/bumper section. The design was different, subtle, but immediately appealing. I casually remarked, “I like this rear treatment”, to a young man beside me. He answered, “Good, I designed it.” And that started a delightful and reassuring conversation with Malte Moessner, Porsche’s Designer of Exterior Lighting Style.

Moessner, with infectious enthusiasm and pride, took me on a fascinating tour around the car, explaining his approach and the differences from the prior 981 Boxster and Cayman models. “The rear lights (now LED) are sleeker, contain ingenious new back up bulbs, and are integrated with the rear bumper treatment by a horizontal strip which adds a three



dimensional, more holistic effect to the entire rear of the car. This design signature will appear more and more on future Porsche models.” Moving to the front light assemblies, he commented “the serpentine design of the interior surround strip catches the eye and flows neatly into the lowered front trunk/bumper crease, which in turn adds a stronger and more planted presence to the car on the road.” I was enthralled. He owned the candy store, I was the kid.

When the dream tour was over, sure I had learned more about the 718, but more importantly, I had felt firsthand the talent, excitement and pride of a young and dedicated Porsche designer. This was clarity amidst the din and confusion of huge international management groups and cars seemingly unrelated in

philosophy, design, origins and price. As I wandered about the show floors later, I realized that the trick was not to get stuck on cars or prices or manufacturers or complicated management structures. Enlightenment comes with the appreciation that companies and cars are people, and that success comes with talent, enthusiasm and respect for tradition. It's the people, stupid.

I carried this enlightenment back to Bugatti later in the day, and was happily back in a candy store with Willi Netushil, Manager of Technical Development for Bugatti Engineering. I asked him, as the Chiron's chief engineer, how he designed the release of the fierce heat generated by the brakes, drivetrain and engine in a hypercar of such force and speed. With eyes





sparkling behind wire-rimmed glasses, he crawled around with me under, around and in the car, and talked about carbon fiber intakes, titanium exhausts, asymmetric brake systems and a hidden key that has to be employed at super high speeds. I was with another candy storeowner, albeit now in a tres chic and expensive emporium.

I spent my last hour of the Show admiring the 911R, first recalling its original 1967 ancestor which screamed around racetracks in that long ago time. R stood for racing then, and racing stood for Porsche. As I took in this 2016 example with 500 hp, six speed manual gearbox, gadgetless interior and menacing exhaust ports, I realized this was no nostalgic nod to a bygone era. This was a barely tamed 991 GT3RS without the track performance enhancements like a fixed rear wing, lightening quick PDK, cavernous front spoiler and oversized rear rims. This is a car focused on giving drivers a bit more control of a pure driving experience. The R is, in short, Porsche's explicit recognition that there is more to driving enjoyment than maximum speed and technology-aided performance.

By good fortune, I was standing by Wolfgang Porsche, a member of the Porsche family and current Chairman of the Supervisory Board of Porsche Automobil Holding SE. He is friendly, dignified and dedicated to the marque's history and future success. I asked him to sum up his view of R in front of us. With a definite glow of pride and

satisfaction, he replied, "It is a purist's car."

On my flight home, I mused about my Geneva experience. Bewilderment at first—stratospheric Bugattis, brilliant everyday sportscars, international (and embattled) management structures, crazy prices and performance figures, all the lights and excitement of the Geneva Show. Then amidst the confusion the settling reminder that it is the engineers, designers and committed families that are paramount and give us lucky enthusiasts the splendid automotive creations we enjoy today. Then, with my now eased and grateful mind, I slipped into a glorious sleep until awakened by the slight chirp of our 767's tires touching down at Dulles International Airport.



*The Chiron, produced by a VW group sibling of Porsche, is simply out of this world.*



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# The Next Course

*Story by the Drive & Dine Committee*

*Photos by Bill Schwinn*

Drive & Dine 2015 was a very busy year. Including three breakfast meetings each month (36 breakfast meetings) and planning 15 organized events, we succeeded in conducting 13 of those for a grand total of 49 events! Needless to say I need new brake pads, and a larger belt! We got ambitious and attempted a number of new events. I'm thrilled to report we got a lot of positive feedback too! The demand for some of our events has really been surprising! I'm frankly floored, and a bit terrified, each time an event fills up. More on that in a bit.

We went to Wine Bootcamp at Little Washington Winery to start the season. Although it was a tad chilly in March we enjoyed a sold out event with lunch provided by the Inn at Little Washington. We'll be going back again this spring, but by the time you read this article we've already been there. John Young took us off-roading twice in 2015. I'll admit it was a bit of a personal indulgence to try it at first, but I was thrilled we had so many PCA members from across Zone 2 join us! And who knew some of you were Jeep owners too! We're going back again to Flagpole Knob this year for sure in April and November.

Alex Lunsford led us in a new direction to see the Covered Bridges of Bedford Springs, Pennsylvania. I didn't get a chance to come along on this one but I hear the bridges and views were fantastic! Alex Lunsford brought some of our friends from the Audi Potomac-Chesapeake chapter along as well. This year he is working on putting something new together later this summer around Warm Springs, VA. Think Virginia highlands and Beds & Breakfasts. Stay tuned for more news as it develops! Speaking of going

in new directions, Glenn Havinowski also led us, for the first time, to the Eastern Shore of Maryland for a weekend trip to St Michaels and Ocean City. We're hoping to go back there again real soon.

It was "Excellence in Motion" as Michael Dougher was Championing at the Bit to lead us out to the Charlestown Races after a five year hiatus to sponsor the first race of the night. Fortunately I didn't lose too much money, and this time I've got a ringer so we're going back again this July, but I'll stop beating a dead horse.

We returned to a number of familiar places too, well almost familiar. This past spring we went for our customary Spring Drive out to Washington Virginia, but instead of arriving at the Stonyman Gourmet Farmer we only made a nostalgic pass through town before ending up at the equally enchanting Griffin Tavern in Flint Hill, Virginia. Chef Rachel Rowland pulled out all the stops to make us feel welcome. They even had a special car cookie for us! This year I'm hoping she'll have some morel mushrooms on our menu! Alas, if you haven't already signed up, our Spring Drive is also filled up!

Other places we traveled to included some standards, such as Nemacolin/Fallingwater and the Drive to the Drive-In theater led by our past president John Eberhart, with his patented wit and flair for great event organization. We joined forces with the Rally group at the People's Choice car show to include over seventy Porsches at Augustoberfest in Hagerstown, MD.



The always fully booked Fall Foliage drive was filled up in about two weeks for Ted Whitehouse's annual pilgrimage through the golden brown Piedmont lowlands and highlands of Maryland on to the Schmankerl Stube. Oh, and somewhere in the midst of all this, the 928 guys managed to squeak in a whole weekend of the 19th annual 928 FRENZY! 2016 is going to be the 20th! And finally Antonio Conceicao returned us for a second time to the Morais Autumn Event to close out the 2015 Drive & Dine season. This new event has turned out to be a real crowd pleaser! Both years we've had over 70 vehicles and 100+ in attendance! Starting out from Katie's Cars & Coffee has some logistical issues however. So this year when we go back, we'll look for a better starting place and route. Not that there's anything wrong with Katie's, but too many stop signs, left hand turns, and traffic lights on Rt 7 isn't conducive to our style of cruising.

We have a few more new ideas on tap for this season, and we're working to make them happen, but it has been a challenge to stick our foot in the doors of some of the resorts this year. The popularity of places such as Nemascolin, Homestead, the Greenbrier and others has grown such that we are looking to 2017 and beyond before we can return again, just due to availability.

I am never happy to have to turn anyone away from our Drive & Dine events. But we really are limited by the number of cars we can safely take on the back roads, and by the seating capacity at the places we go. Yet in a club of over 2300 paid members we're still

trying to satisfy demand with events matched for only 30 cars a few times a year.

With so many members and such limited capacity I have decided to find out just how much demand we have for these events, so a waitlist was established for the Wine boot Camp and Spring Drives. Once we know what the demand is we can begin either planning more events, or more appropriately sized venues to meet that demand. By the time you read this magazine, certainly one or both events will have already occurred, but if you haven't yet already signed up for the Spring Drive and want to, please register anyway. Registration for the Spring Drive is free, and I am seriously thinking of planning something extra just for everyone who is waitlisted. The biggest need we have right now is for volunteers willing to help organize and lead events. I am most grateful to everyone who has helped with the Drive & Dine program this past year, and to all the volunteers who are with us again in 2016. I know it's going to be another great year!

Looking ahead for this summer and fall we have a few more new things, and who knows if we don't have another idea or two spring up before we're through? We're working on adding some more resort over nights, Bold Rock & Devil's Backbone, afternoon driving after some brunches, and something international on the drawing board that we'll call for now, Fly & Dine.

Bon appétit!





# So You Want To Have A Car Show?

*Story by Ron Davis and John Truban*

Well, that sounds like a great idea, let's see what decisions have to be made. Finding a good location should be the first order of business, and how hard could that be? All we need is space for 50 or so fancy cars in a nice venue, maybe a park, or a town center, certainly not a dusty lot, unmowed field or gravel roads. What about eating, restrooms and maybe some fun stuff to do? Of course, the venue has to be within the club's modest Concours budget.

Then what kind of car show to have – "People's Choice" or a true "concours" using "live" judges with score sheets. If score sheets are involved then we will need some volunteers to verify the accuracy of the scoring and tally the results and keep it all straight. Of course, finding club members willing to be Porsche judges could be a tall order, so we should probably go the "People's Choice" route for most shows. Either way, volunteers will still be needed to help direct and position the cars, etc., and still others to register the cars and keep track of car registration and the entry fees. Also, pre and post show articles for the *Vorgänger* and the web site sure would be great.

Then there are the show day preparations which should be easy enough. Only need to put out about 15 directional "Car Show" signs and set up the pop-up pavillion, table and chairs for registration. Must have plenty of "window cards" and "People's Choice" ballots and of course, a full supply of office supplies is a must. It probably would be a good idea to have a vehicle to haul all of this stuff to the show.

Well now that all of this has been taken into account, here is the club's Concours/car show schedule for 2016.

The season will kick off on Sunday, May 1st with the 33rd running of the "Deutsche Concours d'Elegance". This is our biggest show which features the area's finest Porsches, Mercedes and Bimmers at Nottoway Park in Vienna, Va. (See D Marquee article on

pg. 24 for details.) The show draws about 200 cars and winds up with a very popular awards wine & cheese reception featuring German wine & beer in the adjacent "Hunter House" garden.

For our second show we will help Hagerstown, Md. celebrate its German heritage at their "Augustoberfest". We will show our cars on Sunday, August 28th. Go to <http://augustoberfest.org/> for details. "Augustoberfest" features lots of German food, beer, live music and lots of stuff for kids to do in the Children's Area. This will be a low key "People's Choice" car show right next to the huge circus tent where all the action is located. So shine up your Porsche and show it off at this great event.

Come the Labor Day weekend we will have our traditional "Gathering of the Faithful" show featuring the 356 "oldies", but all years are invited. We are working on a new venue for this show where there can be more interaction with the public and places to eat, so stay tuned for details. This is a very popular show because there is NO JUDGING of any sort. Just tons of door prizes and lots of car talk over coffee and donuts.

Then on September 11th comes the club picnic at Ft Hunt which also includes a low-key "People's Choice" car show. Watch the *Vorgänger* for details and registration info.

The car show season will wrap up on Saturday, October 1st with a low-key "People's Choice" show at the "European Festival" located at Blandy farm, the Virginia State Arboretum located on Route 50 at 400 Blandy Farm Lane, Boyce Va. 22620. This "Festival" will celebrate the food, music, shopping and fun that are found in Italy, Germany and the British Isles. The "Festival" will bring the culture and goods of these countries to the residents of the Shenandoah Valley and Northern Virginia. The "Festival" and show are a charity benefit for a cancer center being built by "Valley Health".





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# The Big Bang Theory

Story by Tom Neel,  
photo by Michael Sherman

Let's just cut to the chase here, I love internal combustion engines. Knowing those pistons are compressing fueled gasses and a spark is making a nice little explosion, time and time again, is a pleasure. Then there are those who may not give that a thought, only responded to the sound it makes at the tail pipe, and likely others who only care how it feels at the wheel. It's all normal and okay. But for me, all of those moving parts are an important part of our generation's love of the automobile. Combustion, that big bang and all the more reason for calling us baby boomers!

My father taught me to love cars. He worked at a Chrysler Plymouth dealer and before I was old enough to drive, his rides in Hemi powered Satellites, 440 cross ram Furies and such, were a young boy's dream! That passion led to becoming a top fuel mechanic, working on classic Ferraris and a few Porsches too in the early 70's before they were actually even classic. All the while, a now 45 year long love affair with motorcycles also kept the heart pumping. Let me share my Porsche loving family, cracking off shifts on Summit Point's main straight at 7500rpm might be a delight, but think about doing the same thing with a inline four at 16,000rpm, while only on one of the two wheels you have! That'll get you attention.

When I think of the internal combustion engines I have owned, ridden, driven or tasted, it's mouth watering brew. Singles, parallel twins, V twins, both inline and cross mounted, inline triples, inline fours, boxer twins, fours, sixes and 12's, straight fours and sixes, V6, V8, V12 and even that one transversely mounted in the Lamborghini Miura that brought a big smile. Top that off with a host of carburetors, fuel injection, direct injection, superchargers and turbo chargers. The most chilling of which was my first time sitting in a nitro funny car just warming it up, making at that time over 4,000 horse power. Oh my heart be still.

The point of this is that each one had a different character and spirit about it. Each made its power in its own special way, with its own soul and vibe. Each a different torque, a different way to ride or drive it best and for it to bring the best out in you. This is

what an electric motor will never have. There is just something about a pump being combined with controlled explosions that has captured our automotive senses for decades. I don't know how the world of E will ever be the same.

But hey, maybe that is how it is suppose to be. I've talked to those real old timers out in the country that have told me what it as like before the car. Farm boys on horseback when horses weren't pets, rather tools and modes of transportation. Even those guys found ways to race them, found their spirit and soul. They couldn't imagine anything different. But they too had to adapt to a new mode of power. Steam was around, but then this new combustion engine. A horse had life bred into it. These new mechanical contraptions would require a new breeding process all their own and breed them we did. We put them in cars, boats, tractors, planes, started cutting our lawns with them and even won a war with them too. We found every configuration and combination we could.

Time marches on though friends and it's amazing to think how electrical power has snuck up on us. Hell, next year the Prius will have been around for twenty years! My God time flies and now boys and girls, Porsche's new Mission E, just codenamed the J1, is funded and slated for 2020. Do you think they picked that year because it sounds like they have perfect vision? We'll see. I will say this, notice Porsche has been secretly hiding the engine in their cars for years so you wouldn't miss seeing them when they were gone. Didn't think about it did you?

Just four short years away though, on the back of new turbo variants, with likely a 911 hybrid tossed in there for a quick jolt, Porsche will have a plug in. Mind you, by then the first production Teslas will easily be over a decade old as well. Maybe internal combustion engines will become like horses today. No longer a tool of transportation, but just here for pleasure and sport. Let's certainly hope so, because that might be the only thing to charge my inner batteries! Embrace the change though, here it comes, don't let it shock you. A new big bang is on the way!





# It's Never Too Late to Fall in Love with Porsches

Story by Kristina Giovanis. Photos by Halston Pitman, MotorSport-Media, 2016.

The 2010 racing year came and went. And as it did, TeamTGM was just starting to make plans to expand their racing operations as part of IMSA's Continental Tire Sports Car Challenge (CTSC); they had even just purchased a new BMW racecar to start racing for the 2011 season. Having only run partial seasons up until that point, Ted Giovanis, the team's owner/driver, had a bigger vision for what his team could become. This began with talk of establishing additional funding, securing drivers, assembling a strong team, seeking the necessary equipment upgrades... and the list went on and on.

Racing-wise the 2010 season was simply an "ok" year for TeamTGM, but behind the scenes there was significant brainstorming and dreaming taking place. Also behind the scenes, 2010 saw the purchase of Ted's very first Porsche. Having raced only BMWs for 20+ years, as well as street-cars, the decision to buy a Porsche was quite a big one. Of course this leap was not made for just any Porsche, as it took something spectacular to catch the eye of a guy with such a steadfast BMW history. The year 2010 saw the release of the much-anticipated Porsche 997 GT3 RS. There were questions and apprehension around whether Ted would even be able to secure the new car, as he was not a prior

Porsche owner and the car was extremely coveted and rare. By chance and luck, Ted's name came up on a list of those waiting and interested; and he quickly found himself at the dealership ready to spec the car with deposit in hand. By this point, there was nothing going to come between Ted and his new Porsche!

The fall of 2010 saw an off-season testing opportunity at Virginia International Raceway (VIR). It was Ted's first opportunity to drive his new RS on the track as well as his first opportunity driving his new BMW racecar. The test day started with Ted running laps in his RS. Finally mid-morning came around, and it was Ted's first ever chance to drive his new BMW racecar on the track. Ted reluctantly took the driver's seat, did one installation lap, pitted, and asked the crew, "Can I get back in my Porsche now?"

It was at that point, Ted's passion for Porsche became apparent, and he has never looked back. After his RS gave him the "Porsche bug," Ted went on to purchase a 2015 Porsche GT3 and a 2015 Porsche GT3 Cup car, which TeamTGM plans to run in IMSA's Porsche GT3 Cup Challenge for certain races during the upcoming 2016 season. Ted's





daughter still urges him that he needs a GT3-R to complete the set, but Ted jokes that a GT3-R is impractical.

Since 2010, Ted has seen his once small team flourish into an extensive racing operation that has gained vast recognition and respect in a short period of time.

The 2016 season in IMSA's CTSC will see one of the greatest changes and challenges Ted's team has ever faced; the switch from BMW to Porsche on the racing circuit. With the team's current BMW approaching the end of its lifecycle, Ted knew a big change was on the horizon. During the 2015 sea-

son, there was a lot of buzz in the CTSC paddock about the Porsche GT4 Clubsport. As the season came to a close, it was finally settled that the GT4 was the car the team would race. With their long-standing history in IMSA as well as its developing relationship with Porsche, TeamTGM was approved for the purchase of two GT4's to run in IMSA's GS class of CTSC. The team's plans for the second car are to-be-determined at this point, as the team has typically run as a single car team. The cars were delivered directly from Germany to TeamTGM's shop in mid-December 2015. The team elected to pass on the January Daytona race to instead focus on testing the new platform. The plan is to roll out for the Sebring race in March 2016, and that race is already calling the team's name.

With hindsight being 20/20, it appears Porsche was calling for quite some time. From Ted's automatic love of his first Porsche, to establishing a shop located near the new Porsche Driving Experience in Atlanta, to bringing on prior Porsche factory driver, David Murry, it is clear the team is right where it needs to be as it enters the 2016 racing season - racing a GT4.

Explore more about TeamTGM and stay up-to-date on all the latest GT4 happenings on the team's Facebook page (<https://www.facebook.com/TeamTGM>).







# Weekend Fun Run to the Hershey Swap Meet & Museums

## Friday – Sunday, April 15 – 17

Register for the event here: <http://msreg.com/HersheySwapDnD2016> (We're going Dutch on this, so no charges for the Drive and Dine event itself. Meal, parking and admission fees are separate!)

Deadline: Wednesday Apr 6, but based on hotel availability, don't wait!

To celebrate (or commiserate on) getting our taxes done, we will depart Friday April 15 at 1 pm from a meeting point north of Frederick MD (to be determined), and then together take a scenic drive northward toward Hershey. Group hotel accommodations will be through the HERSHEY LODGE and we will stay Friday and Saturday night. Friday night we will enjoy traditional Italian fare at Fenicci's.

Hotel reservations: A special room rate of \$149 +tax per room per night for 1 king sized bed at the

Hershey Lodge. Please call 1-800-HERSHEY (1-800-437-7439) , select Group Reservations, and ask for the rate for the "PCA-Potomac" group. We have a block of 20 rooms but they will go fast!

On Saturday, April 16 we will caravan from the hotel after breakfast to the legendary Porsche-only Swap Meet, the largest of its kind on Earth. We will arrange for a reserved PCA-Potomac parking area (\$20 per car), or if you want to display your car in the Porsche Corral it's \$40. Admission to the Swap Meet is free. Good luck finding that door handle for your old 912, a single Fuchs wheel for your man-cave, or that dining room table you've always wanted that's mounted on the engine block of a 996 Carrera. Plus you can buy T-shirts, model cars, assorted clothes and tchotchkes, or even an entire Porsche! Swap Meet cuisine includes sandwiches, funnel cakes, and other glorious central Pennsylvania delicacies. That evening, we'll do a business casual dinner at The Mill Restaurant located in the historic Curry Feed Mill.





Sunday morning, April 17 we will enjoy breakfast, check out of the hotel, and then caravan to the Antique Automobile Club of America Museum and the co-located Museum of Bus Transportation. Admission is \$12 and includes both museums. ([aaca-museum.org](http://aaca-museum.org) and [www.busmuseum.org](http://www.busmuseum.org)). We can take our visits for about 3 hours or so and then do a casual drive home after.

For more information contact your Tour Guide:

Glenn Havinoviski  
 c 703.395.4039  
[havinoviski@gmail.com](mailto:havinoviski@gmail.com)  
 or email us at [driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org)







# Deutsche Marque at Nottoway Park Sunday, May 1st

by Ron Davis,  
Concours Chair &  
John Truban – Con-  
cours Co-Chair

Photo by Michael  
Sherman

On Sunday, May 1st the region's sharpest Porsches, Mercedes and Bimmers will be found at Nottoway Park in Vienna, Virginia. So come April take your "beauty" out of winter hibernation, dust off the cob webs and start detailing. If you need detailing tips, go to the "Odds & Ends" detailing clinic in Herndon on Sunday, April 3rd. You may sign up for that via John McWilliams at [john.mcwilliams@gmail.com](mailto:john.mcwilliams@gmail.com).

Then, on May 1st, start your spotless engine and head for Vienna for the 33rd running of the premier German car show in our area. Cars can enter the show field at 9 am and judging will start at about 10:30.

As is our tradition, each club will organize its own concours event and judging. The Porsche show will be a "Top-Only" concours – meaning no one will be checking your fender wells or tranny! Only those entering the "Concours" class will be judged by "our official judges", and scoring will be based on cleanliness and overall appearance of 4

key areas, interior, exterior, trunk compartments and engine (except for Boxsters and Caymens). There will also be a "Wash & Shine" (people's choice) category, where ballots decide the winners, so there is no excuse for not entering.

The exact number of classes for the "Judged" concours cars or for "Wash & Shine" will be determined based on how many models of each year register. If we get our usual strong turn out there will be many classes including ones for 356s, 928s/924s/944s & Panameras, early 911s & 914s, mid and late 911s and Boxsters/Caymens.

Our snazzy trophies will be presented at the traditional "wine/beer/soda & cheese" reception at about 3:00 pm in the garden of the adjacent Hunter House. The registration fee for this event is \$30.00 per car regardless of class. Registration fee includes one ticket to the reception. Additional tickets are available at \$10 each. Children under the age of 12 attend free. There is no charge for spectators.

There will again be a food vendor where lunch can be purchased.

John Truban, my Concours co-chair and I will be looking for judges and helpers, so let us know if you are interested. Last year's terrific judges/helpers made this event run like clock-work. So if you would like to help judge, place cars, tally up score sheets, etc, please contact the Concours Chair at concours@pcapotomac.org or at Cell: (703) 409-0513

#### **PARKING & DIRECTIONS**

There will be a convenient parking coral for those members driving their Porsches, Mercedes or BMWs, but not entering the show.

Parking for those driving other marques will be just past the field in any of the large lots.

Directions: From the beltway take the exit for Rt. 66 West and go about 1 mile to the Nutley St. exit which is the 1st exit after you leave the beltway. Head North towards Vienna. You will pass the Vienna Metro station which will be on your left. Go 2 stop lights on Nutley to Courthouse Rd. Take a left onto Courthouse Road, go about 2 blocks to Nottaway Park on your left. If coming on Rt 66 from the West, as in from West Va., take the Nutley Street exit and follow above directions. If coming via Rt 29/211 (Lee Highway) look for the traffic light at Nutley St. and follow above instructions. If coming on Rt 50 from either direction turn onto Nutley Street, go one very long block to light at 29/211, cross over and continue on Nutley St to Courthouse Road and left to Nottaway Park.



**Registration for: 2016 Deutsche Marque Concours**

**Event Date: Sunday May 1, 2016**

**Location: Nottoway Park Vienna, Virginia**

**Cars enter field between 9am – 10:30, reception at 3pm**

**Entrant Name :** \_\_\_\_\_

**Porsche Year**\_\_\_\_\_ **Model**\_\_\_\_\_

**Address:** \_\_\_\_\_

\_\_\_\_\_

**Phone: (Cell)**\_\_\_\_\_ **(Home)**\_\_\_\_\_

**EMAIL:**\_\_\_\_\_

**JUDGED:**\_\_\_\_\_ **Wash/Shine:**\_\_\_\_\_

**Registration fee, all classes \$30.00**

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# So, you want to be a PCA Instructor

*by Dirk Dekker*

We look for our Instructor Candidates around the White run group or “higher” with a guide line of 40 plus days on track. They need to have had regular post student instruction/ride alongs with instructors and show and express an interest to the Chief Instructors or White Run group mentors.

The process starts for most at our September HPDC and continues at the Spring Instructor Refresher and next day HPDC as a preparation for the National Instructor Day at the first regular DE in April. Unless there is previous Instructing/Communicating experience, it is unlikely many will reach our minimum standard to attain the National Instructor Corp standards. It is up to the can-

didate to express their interest and follow up with instructors and the CIs. Too often in the rush at events, these do not get passed on to the proper channels.

Our goal is to have a strong, diverse Corp of Instructors, who are dedicated to instructing, and will continue to learn and expand and share their knowledge and the guidelines of PCA and particularly the Potomac Region.

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# It's Rally Time Again

*by Linda Davidson*

Seems like just yesterday that we finished last season, but here we are again! This year's first rally on Saturday April 16 will be the “First Annual Gary Brindle Memorial”, honoring the previous rallymaster who passed away this past winter. Anyone who has participated in a rally over the last 10 years surely knew Gary. As a rallymaster he was creative and challenging, and along with his wife Cheryl always made rally day a fun event for all participants. When he turned the job over to Craig and I in 2010, he taught us all the ins and outs of planning an interesting rally. And as a participant he was a formidable opponent, practically always finishing in the top three.

To honor his memory, the first rally this year will be in his favorite format – questions and pictures. We may even throw in some of the questions that stand out in my mind from those early days of rallying. As of press time the course details were not

worked out, but it will start and end in Northern Montgomery County, run about 65-70 miles. We will meet in front of Sweet Frog Yogurt at 10072 Darnestown Rd, Rockville MD. After a brief drivers meeting cars will set out around 10:00am. The drive will take you through scenic Montgomery and Frederick Counties and take about two and a half hours. We will end at il Porto Italian Restaurant on Muddy Branch Rd. The fee for this rally is \$50 per car which will include lunch for both driver and navigator.

As always there is no online registration. You must contact [rally@pcapotomac.org](mailto:rally@pcapotomac.org) to sign up. Let's all hope for beautiful sunshine to honor our friend.



## February 2015 new Potomac members

### New Members

Dan Ahrensbrak - 2009 Cayman - from Owings

Robert Ashe - 2014 Cayman S - from Burke

Ara Anthony Avedisian - 2013 911 Carrera 4 Cabriolet - from Oakton

James Baker - 2003 911 Carrera Cabriolet - from Bethesda

Devin Beasley - 1987 944 - from Laurel

Michael Bolyard - 2016 Cayman S - from Ashburn

Jerrold Boone - 2008 Cayenne GTS - from Derwood

Alexander Borgelt - 2006 Cayman S - from Washington

Jan Bove - 2006 Cayman S - from Bethesda

Patrick Callahan - 2016 Cayman - from Alexandria

Carson Carroll - 2015 Boxster GTS - from Reston

John Carroll - 2007 911 Carrera - from Chevy Chase

Christos Christou - 2016 Cayenne - from Washington

Frank DeVan - 2006 Boxster - from Baltimore

David Endersbee - 2000 911 Carrera - from Manassas

Jeff Goldsmith - 2002 911 Carrera - from Alexandria

Darren Gorman - 2011 911 Carrera S Cabriolet - from Burke

Jeremy Hoover - 1997 Boxster - from Winchester

Harry Horning - 2016 Boxster Spyder - from Manassas

Curtis Johnson - 2004 Boxster S - from Stafford

John Kluge - 2002 911 Carrera 4S - from Silver Spring

Alan Lorish Jr - 1996 911 Carrera Cabriolet - from Sterling

Sia Madani - 2011 911 GT3 - from Washington

Dan Nagy - 2015 Cayman - from Reston

Jason Schwartz - 2014 Boxster - from Arlington

Ronald VanRoekel - 2005 911 Carrera Cabriolet - from Silver Spring

Stephan Wiese - 2011 Boxster Spyder - from McLean

Jason Zell - 2004 911 Carrera 4S Cabriolet - from Arlington

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## March 2016 Potomac anniversaries

### Anniversaries

#### 35 Years

Michael Lapadula

#### 30 Years

Nadim & Alexandra Khalaf  
Charles & Tuey Perilli

#### 25 Years

Ronald & Diana Davis  
Keith & Victoria Lyon  
James & John Pohlmann

#### 20 Years

Daniel Hagan & Donna Callison  
Matthew Newton & Jennifer Zakriski  
Mitchel Papanicolas  
Michael Paup  
Christopher Xenos & Nicole Papanicolas

#### 15 Years

William & Mark McCullough  
John & Becky Mock  
Richard & Christine Muth  
David & Katherine Olimpi  
Philippe & Heloise Taillet

#### 10 Years

Nelson Huldin  
Toby & Kenny Shum

#### 5 Years

Mohammad Amir  
Cliff Bressler  
William Butler  
Scott Claffee  
Charles Harrison  
Webb & Cook Hayes  
Donald Hewitt  
Harry Horning  
Firoze Lafeer  
Mark & Brenda Sedlacek  
Erik Sulcs & Marisa Zalmanis



## Contribute to *der Vorgänger*

### Join PCA the easy way

Membership entitles you to receive *der Vorgänger* but also monthly issues of PCA's magazine, *Panorama*. Porsche dealers also recognize PCA membership with a 10% parts discount.

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

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

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

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

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

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

- Visits to car museums.

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

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

on Sal Fanelli, who owns a Porsche *tractor*.

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

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

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

Write your stories, snap your photos, and send them to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). **All photos must be originals digital files; please do not re-size or crop them before submission.**

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

### Advertisers' index

Auto-Therapy	14
Autobahn	28
AutoSportsystems Group	26
CPR	9
Dominion Raceway	14
Glass Jacobson	14
Grenier Law Group	18
Intersport	3
Motorcars Washington	5
Odds and Ends Detailing	28
OG Racing	7
PCNA	2
Porsche of Silver Spring	26
Porsche of Tysons Corner	6
Radial Tire Company	18
RPM	9
SSI	8
Stuttgart Performance	28
TPC	26
Truban Motor Co	32



# Readers and Their Cars

*Opposite page:  
Ready for cherry  
blossoms? Photo  
by Charlene  
Truban.*

*Below and right:  
Drive and Dine  
folk always find  
a nice drive, a  
good view, and  
friendly compan-  
ions.*











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2016 Porsche Macan S  
Paint to Sample Gulf Orange



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