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THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • 4.20



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DER VORGÄNGER

THE MAGAZINE OF THE
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POTOMAC, PORSCHE CLUB
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Glenn Cowan

Eastern Standard to Eastern Daylight

I wrote the piece that follows a few days before the scale and scope of the Covid-19 Coronavirus resulted in a declaration of national emergency. I was going to rewrite it to something appropriate. I decided that nothing was more appropriate than the normalcy we crave.

As you read this we will be three weeks or so into Daylight Saving Time which concurrently brings warmer and longer days which brings a full schedule of events to the point that you couldn't participate in everything if you wanted to. It's close to unfathomable how our volunteers plan, organize and execute so many events. It takes hundreds of enthusiastic and dedicated Potomac Porsche folk to get it all done. Next time you are at an event, any event, count the number of fellow Potomac members it takes to plan and manage whatever it is you are enjoying.

I remain puzzled why there are members who don't do at least one event every year. If you own a Porsche and still drive it, you have to come out and do at least one event a season. If you do, you will be back for more, wondering why it took you so long.

Even if you have never seen a racetrack and think of your Porsche SUV as the family people mover, you surely enjoy driving a scenic road and having a good meal. Why not do so with a group of similarly minded Porsche owners knowing that all you need do is register and show up for one of dozens of Drive and Dine events. Just do it and you will be back!

If you really enjoy driving that cloverleaf off-ramp onto RT29 North from the ICC try your hand at Autocross. Why not see how fast you really are and determine how well your car and your "skills" can maneuver a safe Autocross course. Its friendly competition on a closed circuit and all types are welcome, from a 40 year old air-cooled to a brand new 992. If you would actually like to know if you can drive your car and not worry about anything but learning how, try Autocross.

I wish I had followed this advice 40 years ago when I first joined Potomac rather than waiting 20 years to get involved. For many members, Potomac is about Club Race and High Performance Drivers' Education but a majority of members are perfectly

happy to take a nice drive with like-minded folk, eat a nice meal and see something interesting. Others enjoy the non-speed based competition of Rallies or the thrill of the aforementioned Autocross. If you like a clean car—we even have competitive events called Concours to judge who has the most authentic and polished Porsche.

When you do go to your first event of 2020, ask an event organizer for one of our newly designed PCA Potomac window decals. These feature our new logo and have been provided to all of our program managers to be distributed to our members.

If you fail to find a Potomac event to enjoy with your Porsche then you are not taking full advantage of your investment in these magnificent platforms for enjoying DST. Which, by the way, was first adopted as Sommerzeit by Germany in the early 20th Century seemingly knowing that Porsche would someday be advantaged by more daylight. DV



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A Driving Club or a Social Club?

As this issue goes to print, COVID-19 has significantly disrupted almost every facet of American life. PCA Potomac has canceled or postponed all events and programs through May 10th at minimum and further dates will be adjusted accordingly. Our volunteers and leaders have been working tirelessly to modify PCA Potomac plans, issue refunds, stay in communication with our government and assure compliance with CDC guidelines, all while trying to continue to provide value to our club members.

Well, in your hands right now is one of those tangible values we are providing! Thank you to our writers, editors, designers and photographers for bringing this issue to your mailbox, as well as our printers, mail-house and postal workers, with whom this could not have been delivered to your door.

On March 17th, I created an email address for our membership to remain in touch with one another: covid19@pcaptomac.org. I am encouraging our membership to share pictures, stories (happy or sad), offers of assistance to others, request for prayers or good vibes, or anything you feel would bring our membership virtually closer together during these times of social distancing and isolation. With your submissions, I will create new video messages every 3-4 days so the spirit of our community will continue.

Our Communications and Social Media teams will be sharing these with you via our email blasts and Instagram and Facebook platforms. You may also subscribe to our YouTube channel by searching mia@pcapotomac.org and hitting the Subscribe button.

In the end, is PCA Potomac a driving club which likes to socialize or a Social club which likes to drive? One aspect is good for social distancing and the other is not. While we are away from one another physically and unable to socialize in person, TAKE A LONG DRIVE in your Porsche to fight those dreary blues. But please remember to bring your disinfectant wipes when it's time to refuel.

A virtual hug from your President goes out to all our members in healthcare who are risking their lives, to essential personnel who are required to go to work and leave their homes each day and to those in education who are trying to maintain a learning environment for our children of all ages.

Stay safe, my PCA Potomac family. DV



Mia Walsh

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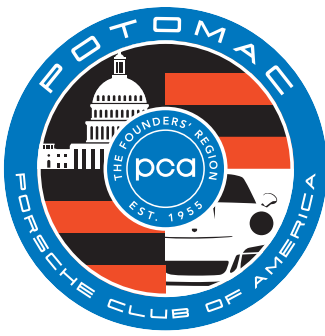
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2020 CALENDAR OF EVENTS

The information below is accurate as of date of publication. Check Potomac's website at pcapotomac.org for further information and the most up-to-date information.

APRIL

Based on guidance from the Centers for Disease Control and information shared by PCA regions, the PCA Potomac Executive Board has taken the extraordinary action to CANCEL ALL PCA Potomac events through APRIL 30, 2020, in response to the ongoing CoVID-19 pandemic and national emergency.

MAY

- 2**
Spring Rally
Tech for Watkins Glen
Potomac's Virginia Brunch – City Grill
- 9**
Open Board Meeting & Annual Picnic
- 15-17**
Drivers' Ed – Watkins Glen
- 16**
Potomac's Maryland Brunch
Glen Echo
- 17**
Drive & Dine – Virginia Spring Drive
- 31**
Autocross #3 – Summit Point
Drive, Drag & Dine to Dixon Dragway
& Old South Mountain Inn

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
760 Walker Road, Great Falls, VA
This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

DULLES, VA SUNDAYS, 7–9AM

Dunkin' Donuts at Dulles Landing Shopping Center
on Loudoun County Parkway north of US 50

LEESBURG, VA SUNDAY, 9AM

Dog Money Restaurant
50 Catoctin Circle, NE, Leesburg, VA 20176

WINCHESTER, VA 3RD SATURDAY, 8–11AM

Truban Motor Company
60 W. Jubal Early Drive, Winchester, VA
All car types invited. Rain or shine.

BETHESDA, MD SATURDAYS, 8 – 10AM

Corner Bakery Cafe
10327 Westlake Dr., Bethesda, MD
Westfield Montgomery Shopping Mall

POTOMAC MONTHLY BRUNCHES

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

Virginia

First Saturday of each month, 11am
City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

Maryland

Third Saturday each month, 11am–1pm
Irish Inn, 6119 Tulane Avenue, Glen Echo, MD

JOIN PCA

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 pca.org/user/join/membership

ANY MAY EVENTS MAY BE POSTPONED OR CANCELED DEPENDING ON COVID-19



Spring Rally Tees Off May 2nd

ALAN FRENCH

Our 2020 Rally season starts soon! A new team under the expert guidance of Craig and Linda Davidson will be running the Spring Rally this year. Sarah and I hope to bring you something fun and challenging when we meet at the Worthington Manor Golf Course, near Urbana, MD.

We will start with a light breakfast, rally briefing and then car teams will tee off to tour the three states of MD, WV and VA. You will collect valuable information en-route, and submit your final answer at our secret destination Golf Course in Virginia. Winners will receive awards. All participants will be able to tuck into a BBQ Buffet Lunch.

To learn the identity of the destination Golf Course, watch for email notifications of Spring Rally registration, enter with your magic numbers (payment details) in MSReg and join in on May 2nd. DV

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PCA Potomac Instructor Training Refresher Day

BOB MULLIGAN AND SUSAN KIMMITT - DRIVERS' EDUCATION CHAIRS

Our 2020 Potomac PCA instructor refresher day was held on Saturday, March 7 at the Jefferson Circuit at Summit Point, West Virginia.

Saturday morning instructors showed up bright and early, happy to get started with the new 2020 season and get back to the track. This is a day dedicated to our High Performance Drivers Education instructors with a goal of updating everyone on what is new, what is best, and how to do this instructing task better. We are very serious about constantly improving our process and interactions with each other and our students, and this day of review and discussion is a significant part of reaching this goal.

Reaching back to contacts from the past and the memories of George Whitmore and Dirk Dekker, we remember that the first refresher starting in the later 1980's under the direction of Dan Dazzo and Bob Williams with a day on Summit Point Main Circuit. This was before the Jefferson Circuit was developed and before we had HPDC's (High Performance Driving Clinics—for beginners). These single days of instruction were intended to help the team design and run our various driver training exercises.

Typical exercises included slalom courses on the front straight, driving the full course counter race (counter clockwise versus the normal clockwise direction), and driving the short course which eliminated turns 1 and 2. We concentrated on half day lectures, with exercises and role playing the other half day. Role playing provides sessions where one instructor drives as if he/she were a student and the right seat participant provides instruction to the make believe student. Due to scheduling and track costs, this track day eventually morphed into a refresher day being held at off track locations like hotel meeting rooms or a restaurant.

The next version of the instructor refresher improved again when Dan Dazzo managed to find a way to offer us the training track facility that he oversaw for the state of Maryland in Sykesville. This opportunity which included several aspects such as a skid pad, several track layouts with options made us realize how much better it was to be able to use on-track work as well as discussion



and classroom presentation. Finally, we arrived at our present situation with an at-track refresher day followed by the early spring HPDC held at Summit Point Jefferson circuit which is specifically designed for training versus racing.

The content of our refresher has changed and will continue to adapt as we react to new vehicles, changes in tracks, and new instructors. But the core will continue to be centered on improving our skills in communicating with students. We all have different strengths and approaches that can be shared which improves our overall skill sets. We present different exercises both on the track and in discussions in the classroom to illustrate these approaches, including a review of their effectiveness. Exercises vary from role playing in the car, teaching braking techniques, and finally demonstrations on the procedures to be used at our HPDC's for very new students, which usually takes place the day after our Instructor Refresher day.

The classroom portions were intermixed with the track sessions, and were well presented and well received. Our Chief instructor staff including Steve Wilson, Don Mattran, and Sean Reiche did a masterful job making the didactic portion of the day very enjoyable. Sean presented our new method for evaluating students and instructors—Driver Evals—which is now in use and will interact with **Motorsportsreg.com** which we use for all DE event registrations and event tracking.

We look forward to seeing everyone this season and to getting our cars and our people back out on the track. DV



McLaren with one of our Stafford Junction guests standing nearby

Community Service

STORY BY CHARLES "CHIP" TAYLOR AND JEFF SANDER

As a large club, Potomac has the membership size and a great enough number of activities that we have an opportunity to undertake community service work that can benefit many, even if few of us are aware of these good works. It's why we sometimes see those "deer in the headlights" gazes when explaining our role. Through Community Service, many people and organizations beyond car folk have become aware of our club.

Thanks to past-President John Eberhardt's initiative, Community Service was reborn in 2015 with an inaugural visit by youngsters from Stafford Junction to show them a side of life most have never seen and what is possible with effort and focus. Our volunteers were companions to our Stafford Junction guests while they visited cars in the paddock, watched track action from the stands, drove them in Parade Laps and provided skid pad rides. Other volunteers prepared lunch for the Stafford Junction group and provided inspirational lessons in the classroom. Our partner, OG Racing provided them with a grab bag of goodies and PCA Potomac sent them home with an especially designed PCA Potomac t-shirt for their visit. Thanks to everyone's efforts, the Stafford Junction kids say this is has been their favorite activity every year.

If you would like to help host our guests in July, all Potomac members are welcome to host a guest or help with lunch setup/cleanup. Look for an initial volunteer appeal via Potomac's Web in June for volunteer opportunities at the July DE at Summit Point. If you cannot volunteer, consider making a tax-deductible donation to Stafford Junction (www.staffordjunction.org), a faith-based nonprofit organization that serves high-need children, youth and their families residing in Stafford County.

Beginning with successful fund raising at the 2018 Club Race, Potomac welcomed the Erin Levitas Foundation as our primary benefactor. Fund raising during the Potomac Club Race, Charity Laps, and direct club donations support the Foundation (erinlevitas.org) whose focus is "Educating Youth, Preventing Sexual Assault, Helping Victims Heal". Potomac members are encouraged to view the website and make individual tax-deductible donations to the foundation.

The Charity Laps have been a constant at track events for many years and provide an opportunity for non-track participants to take their car on track behind pace cars piloted by instructors for 20-25 minutes of speed-limited laps around the track for a

\$20.00 donation. 100% of the donations are forwarded to the Meals on Wheels programs near the tracks Potomac attends, including Pitt Race, Summit Point, and VIR.

We conduct the Charity Laps at lunchtime on the Saturday during DE's (Driver Education) events, so check the Potomac calendar and watch for the Potomac PCA Eblasts announcing the Charity Laps a couple of weeks before each event. If you're nearby and/or attending the event with a friend/partner and would like to participate in the Charity Laps, contact the Community Service chair at communityservice@pcapotomac.org and we'll add your name to the sign-up sheet.

In the coming year Community Service will also include Tire Rack Street Survival School guided by Jeff Sander. Jeff wants you to think back to the last time you had to recover from a skid or brake suddenly during your daily driving. Was your maneuver to correct for a slippery corner, a road obstacle, or bad driving etiquette by one of those Beltway commuters? Whatever the case, due to your years of seat time, driving schools, or autocross runs, you probably reacted instinctively



Guests meeting Potomac members in the paddock.

to avoid an accident. Newly licensed Teen drivers do not have these ingrained skills and this leads to an 89.2% chance of being involved in a crash during their first three years of driving. The Tire Rack Street Survival (TRSS) program was created to address this knowledge gap by conducting driving clinics focused on Teen drivers.

Street Survival started in 2002 when BMW club members came up with the idea and formed the BMW Car Club of America Foundation. Tens of thousands of students have gone through the TRSS program and the 1000th class was recently conducted. In February 2020, PCA National embraced the program and named Rob Price as the PCA Tire Rack Street Survival Coordinator. Rob has hosted several TRSS classes and even

bought his own fire truck to hydrate the skid pad when a site lacks water. His mission is to exponentially increase the number of Teen Driving Schools PCA regions host each year.

The school sessions are advertised on the streetsurvival.org website and students register for the desired session online. Students bring the car they typically drive, and all of the traction and stability controls are left enabled. The school is a single day and consists of classroom instruction and 5-7



Kate Walsh tests her driving skills in a 2015 Porsche Cayenne S at the Tire Rack Teen Street Survival Course in Colombia, MD

driving exercises with a coach in the car. Exercises range from simple emergency braking to skid pad under and over steer. Impacts of trying to send a text during a slalom may be incorporated to enlighten the instruction. Most teens do not sign up themselves, but attend due to parental direction. Therefore, keys to success are positive engagement and ensuring a fun experience.

Hosting a Survival School is aligned with our region's dedication to community service and driving education. We have all the tools necessary to make this a successful event: our DE and AutoX committee supplies, large cadre of driving instructors and seasoned autocrossers, generous sponsors, and large group of members willing to volunteer a day to help those in our community. This is also a great opportunity for you that have teen drivers at home (though you may not let them bring mom or dad's new Porsche!).

Potomac's planning is just getting underway and we are targeting spring 2021 to host our first school. Contact Chip Taylor, the Chair of our Community Service program, communityservice@pcapotomac.org, to learn how you can help out.

In the meantime, those interested in being a coach can complete the online training and possibly participate in an existing session and return with lessons learned to enhance our program. I can't think of a better program for a sports car club than to help new teens drive safer and reduce the probability of being involved in an accident. Who knows, we may even attract new members and future Porsche owners. DV

2020 BATHURST 12 HOUR

STORY BY HANK ALLEN

The Bathurst 12 Hour is an endurance race for Grand Touring (GT) cars held at the Mount Panorama Circuit, in Bathurst, New South Wales (NSW), Australia on the first weekend of February. The current race format under the Stéphane Ratel Organization (SRO) Intercontinental GT Challenge (IGTC) was first held in 2011 for newly homologated GT3 and GT4 cars. This has led to unprecedented domestic and international exposure for the event. The 18th running of the Bathurst 12 Hour (B12) was the opening round of the 2020 IGTC Championship. In the 2019 race, the Earl Bamber Motorsport (EBM) Porsche 911 GT3 R driven by Aussie Matt Campbell completed three passes in the last forty minutes to secure victory teamed with eventual IGTC driver champion Dennis Olsen and veteran Porsche Professional Dirk Werner.

Porsche made a strong showing but the Bentley Boys Won

#911 Absolute Racing Porsche comes fourth; Grove Porsche 911 Takes Pro-Am



The five Porsche 991.2 GT3R: EBM #1 and #12; Grove Racing #4 and Absolute Racing #911 and #912.

We had wanted to visit Australia for many years. Having watched the Bathurst 12 Hour endurance race a few times, we scheduled our trip to start in late January to coincide with the race. We planned our visit there long before the start of the forest fires that devastated their southeast coast. After checking on our accommodations and being encouraged by our Aussie friends, we decided to make the trip. No worries, mate! We would travel in the last few weeks of the Australian summer with temperatures in the 30s centigrade. Schools were reopening the day we arrived. Tourism was down dramatically due to the fires and the start of travel restrictions. The combination of these events facilitated our travel.

History. In the XIXth Century the city of Bathurst was the first inland settlement. Located in the Central Tablelands, it is known as Gold Country due to having the first gold rush in Australia. The internationally known Mount Panorama and its racetrack is the landmark of the city. This regional city has an historic city center with many gold rush era Victorian homes and buildings. It is populated by very friendly locals, augmented by international race fans that together provide a festive atmosphere during race week.

In 2019 I joined the Facebook Group Shakedown Sports Car and GT Racing. They are a group of mainly Australian racers and enthusiast that were extremely helpful in planning this trip. During the week they facilitated access to the Mount Panorama team garages, paddock and circuit and insights into where to travel and what to see in New South Wales (NSW). I linked up with them at their headquarters at one of their member's property inside the circuit.

The Mount Panorama Circuit is located within the Bathurst city limits with, like at Le Mans, public roads forming most of the circuit. It is best known as the home of the Bathurst 1000 Supercar motor race, and the Bathurst 12 Hour. The track is 6.213 km (3.861 miles) in length with several properties inaccessible when the track is in use. The track has an unusual design by modern standards, with a 571-foot vertical difference between its highest and lowest points including several steep grades. The track has three sections: the short pit straight ends with the tight left Hell Corner that flows into the long, steep Mountain Straight to Griffins Bend and The Cutting; followed by a tight, narrow section of downhill Esses and the steep Dipper across the top of the mountain; the third section is the long downhill Conrod Straight, the very fast Chase Corner and the ninety-degree Murray's Corner back onto the pit straight. Some describe the circuit as the Blue Hell, as it is a shorter version of Nürburgring with several blind corners.

Getting to Bathurst. Flying from Alexandria to Sydney via Los Angeles is not for the faint of heart. We departed Dulles on 27 January and 36 hours later we landed in Sydney, picked up our rental car and drove through the magnificent Blue Mountains to Bathurst. Driving on the left side of the road in a left-hand drive car made the voyage even more interesting. We observed some fire damage but not the devastation we would later see on the Southwest coast. We arrived mid-afternoon Wednesday and settled in at the Rydges Hotel on Conrod Straight near Murrays Corner. I then went down to pit row to watch the Porsche teams setting up their garages.



Two Porsches chasing down an AMG entering the Dipper.



EBM #1 Porsche leads group over the top and through the downhill Esses.



At dawn #1 Porsche lights up its rotors starting the climb up Mountain Straight.



#912 Porsche leads other along Skyline just before entering the Esses.

Participants. A record number, eleven manufacturers were registered for the Bathurst 12-hour including five Porsche 991.2 GT3R. The teams compete in four classes: Class A—GT3 Outright (GT3 Pro—GT3 Pro-Am—GT3 Silver); Class C—GT4 and; Class I—Invitational (Australian built Ford Mustang MARC II V8). Porsche 991.2 GT3Rs competed in the A-Pro Class: EBM with Earl Bamber (NZ), Laurens Vanthoor (BE) and Craig Lowndes (AU) in #1; Absolute Racing with Mathieu Jaminet (FR), Patrick Pilet (FR) and 2019 winner Matt Campbell (AU) in #911 and; Matteo Cairoli (IT), Thomas Preining (AT) and 2019 winner Dirk Werner (DE) in #912. Porsches running in Class A-ProAm: Grove Racing with pro Benjamin Barker (GB) and Am Stephen and Brenton Grove (AU) in #4 and; NED Racing Team with David Calvert-Jones (US), Romain Dumas (FR) and Jaxon Evans (NZ) in #12. Each Porsche team had a combination of very accomplished international drivers and/or experience on the mountain.

On Thursday the teams participated in the ‘Town to Track’ event. Cars were driven from the circuit into city center and back. They were parked in the main square for two hours while fans and drivers mingled and gave autographs. The afternoon was filled with support races: Aussie Race Cars (motorcycle powered silhouette cars); 1982 Group C and S historic cars, and Sedans conducted practice and qualifying. The GT teams received their briefings and conducted their track walks. Later we took the Shakedown garage tour of Absolute Racing’s two 911 GT3Rs.

Friday included Bathurst 12 Hour practice sessions, support races and a garage tour of NED/EBM Pro/Am 911 GT3R garage, followed by a visit to the National Motor Racing Museum that is located in the circuit. The museum celebrates the history,

personalities and achievements of Australian Motor Sports. While Mount Panorama and the Bathurst 1000 Super Cars are at the heart of its displays, the museum looks across the spectrum of Australian motor racing including recent winning B12 cars. After visiting the museum, we headed down town. That evening John Hindhaugh and the Radio Show Limited commentators Shea Adam, Paul Truswell, and Jonny Palmer were at The Oxford pub on William Street. They provide the best commentary on all sports car racing including IMSA in the United States.

We visited the Grove Racing GT3 Pro-Am Porsche garage on Saturday morning while support races and practice were conducted. The late afternoon culminated with B12 Qualifying and the Top Ten Shootout. In 2014, a trophy was introduced for the fastest time in qualifying, named after Allan Simonsen who died at the 2013 24 Hours of Le Mans. Simonsen, held the Bathurst 12 Hour race lap record at the time, and the fastest officially timed lap around Mount Panorama.

B12 Top Ten Shootout. In the Shootout, the top ten times in the initial qualifying session depart in reverse order for three individual laps to set their final time. Matt Campbell put the #911 Absolute Racing Porsche on pole position with a blistering shootout lap. His teammate Patrick Pilet would start the race. The Porsche lacked the straight-line speed of the McLaren but Campbell had given himself enough margin on top of the mountain to take pole by 0.2248s with a 2:03.5554s. The Porsche shared the front row of the grid with Alvaro Parente’s #60 McLaren 720S. The #999 Gruppe M Mercedes-AMG started inside of the #18 KCMG Nissan on Row 2. Laurens Vanthoor made it two Porsches in the top five with a 2:03.9829s in the #1 Earl Bamber Motorsport entry, while Maro Engel’s #77 Craft-Bamboo Black Falcon AMG completed the third row. The eventual winner, #7 Bentley, was not in the Top Ten.

Race Day. On Sunday the race starts in darkness. We arrived at the track and took our places above the pits. The cars moved into position on the grid and were surrounded by fans. At 5:30 the grid was cleared, and the cars started their warmup laps. At 5:45 the green flag was waved and the 12 Hour “sprint race” was on! Patrick Pilet’s lack of straight-line speed put him on the back foot and he was soon passed by the McLaren and two Mercedes AMGs. Early in the race there were two spectacular accidents that caused full course cautions (FCC). One Lamborghini did a complete flip in the Esses and landed on all four rims thirty feet from marshals and spectators. However, the overwhelming majority of the final eight hours were completed under green with only three additional short FCC. Jules Gounon’s #7 M-Sport Bentley overcame a late-race puncture and threatening weather conditions to give the Continental GT3 its long-awaited first major endurance win. Gounon, Maxime Soulet and Jordan Pepper dominated the Intercontinental GT Challenge season-opener in a fast-paced race that achieved a new distance record.

Fortunately for Bentley, the puncture occurred coming down Conrod Straight. This allowed the Frenchman to dash into the pits and lose minimal time. He retained the lead through the sequence of final stops and finished over 37 seconds ahead of



#999 Gruppe M Racing Mercedes-AMG GT3 Evo of Raffaele Marciello. However, the Italian received a post-race penalty that relegated him to sixth. The #60 McLaren 720S was promoted to second. The #888 Triple Eight Mercedes Evo of Jamie Whincup, Shane van Gisbergen and Maxi Goetz completed the podium, ahead of the #911 Absolute Racing Porsche 911 GT3 R of Matt Campbell. He made a late-race charge after going down a lap in the fourth hour due to a puncture and pit lane infraction for the pole-sitting Porsche. Thomas Preining brought the second Absolute Racing Porsche home in seventh.

A torrential rain started as the winner crossed the finish line after threatening skies and high winds had the competitors on high alert in the closing hours. The father and son team of Stephen and Brenton Grove and Ben Barker claimed top class honors in GT3 Pro-Am, giving Grove Racing victory in its GT3 endurance racing debut. Pro driver Barker edged out #12 NED Racing Team Porsche of Romain Dumas, Jaxon Evans and American David Calvert-Jones. Earl Bamber Motorsport suffered brake issues in the sixth hour that took them out of the fight for a podium position. Reigning IMSA GT Le Mans class champions Bamber and Laurens Vanthoor and five-time Bathurst 1000 winner Craig Lowndes finished two laps down and ninth overall. Bentley proved to be a very popular winner in Australia

after last year's heartbreaking loss. After the final festivities with our new Aussie friends we headed downtown to the Church Bar a favorite post-race driver hangout. The former church and courtyard at 1 Ribbon Gang Lane is a great place for drinks and woodfired pizza. In Aussie tradition, Campbell, Janimet and Pilet walk up to the bar to order. Although their fourth-place finish puts them in a good position for the remainder of the IGTC season, they were clearly off the clock. We enjoyed the local beer, wine and pizza before walking the few blocks to our motel.

Post-race Travel. The following day we headed to Katoomba to see the "Three Sisters". We later drove down the coast, through Canberra to Melbourne. As some of you know, a trip to Australia, New Zealand and Fiji is a great adventure. Including a highly competitive twelve-hour endurance race just added to the excitement. I highly recommend including B12, B1000 or Formula 1 to a visit Down Under. **DV**

Hank Allen has been a sports car and prototype racing enthusiast since his childhood living in Europe. His love of Porsche started the first time he saw the brand new 356C in Germany. Thirty years of Army service only increased his love of travel.



Porsches and their competition lined up during Track to Town event.

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How Far Can You Go

STORY BY CASEY PARKIN



A number of years ago I wrote an article covering the 918 for DV. It was my second introduction to the electrification of a Porsche. My first experience was in Park City, Utah in the fall of 2013.

My colleague Linda Harouna and I traveled there for the introduction of the second Panamera. The exciting part of this launch was the addition of a plug-in hybrid. This was big for us in Porsche world. Remember, it took us 40 years to put a cup holder in a car.

Fast forward to 2020. My father recently moved to Florida. I had not seen him for a few months and was looking forward

to spending the day together. Traditionally when we hang around the house he is always fixing something (he is remarkably handy) so in order to keep us out of the house I figured some sort of road trip was warranted. Why not try to test the range of a Taycan Turbo? The EPA states 201 miles, Porsche had independent testing verify in the mid-260 range. I was excited by the challenge of seeing what I could do.

I knew this would start with at least a moment of vulnerability. I have terrible range anxiety. As always, I had begun planning where we would go on our road trip a few days prior. My first choice was Bear Chase Brewing Company in Bluemont, VA. This place is gorgeous. If you have driven to Summit Point, WV in recent years you passed right by it. It overlooks a beautiful valley and features a pretty good food truck and a good selection of beer. I wasn't going to be drinking in the middle of the afternoon while driving our Taycan but I figured it would be a good mid-point for a turn-around and food.

I typed in the coordinates in Google Maps and it calculated the trip to be 60 miles from my house. I live 33 miles from Porsche of Silver Spring where I was picking up the Taycan. So, 93 miles (at minimum from leaving work) and another 60 to return home totaling 150 miles. I then had until midnight to pick my wife up from the airport—say another 20 miles now totalling 170 miles and at a minimum another 33 miles back to work. That is 203 miles. Remember, the EPA rates this car at 201 miles. The most we had put on the car prior to recharging it was 120 miles but those had been test drive miles showcasing the different driving modes so not reflective of real world conditions.

Range Anxiety

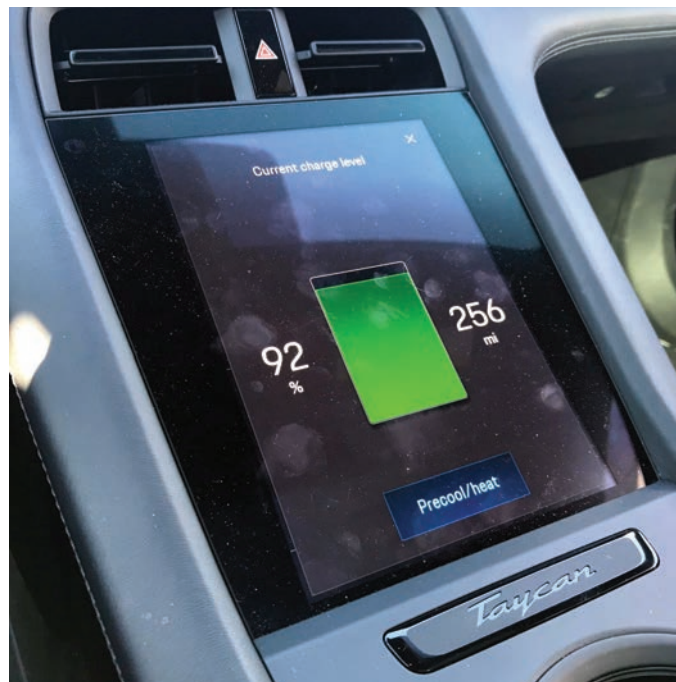
Something then dawned on me. Electrify America had just put in a charging station at the Target near 7 Corners (Falls Church), about 3 miles from my house. Why not try that out too? I signed up on the app on my phone and put in my CC info. Keep in mind that if you purchase(or lease) a Taycan you receive up to 30 minutes of free charging per day for 3 years.

Despite the addition of this new charging station, I decided I should also go to a brewery that was closer than planned. Vanish Brewery, in Lucketts, VA is roughly 42 miles from my house. That math made more sense and I could possibly do it all without going to a charger.

Saturday at 6:05pm I set off from work. I drove straight home and parked the car. I left the dealership with 1150 miles on the car, a projected range of 249 and a state of charge (SOC) of 94%. The greatest projected range we have seen for our Taycan Turbo was 267 miles with a 99% charge.

I parked the car at home. In the morning, forgetting that it was daylight savings, my dad posted early. He had no idea what was sitting in my driveway. He knew we made an electric car but didn't know more than that. His prior experience in electric cars was driving the Cayenne Hybrid at a Summit Point driving event. Boy was he in for a surprise. Now, on to the day!

After a quick run to grab donuts we loaded up the Taycan with a dog bed (bringing Ellie, my 3 year old Cavapoo), some water, my camera and my father. The other day I had taken the Taycan to Reston to show some clients and learned that my EZ Pass would not work on the Dulles Toll Road. It may be because this car is equipped with Thermally and Noise insulated glass. There are spots on the windshield without the blocking but I hadn't found them.



We headed through the first toll booth and I set the car to "Range" mode which limits the speed to 70mph. Keep in mind that you are able to adjust the speed in Range mode up to 90mph. The 70mph limit is doubly a good thing as it seems that every time I drive this car I am tempted to doing nearly go to jail speeds.

The length of the Dulles Toll Road and the few miles up Route 15 was the longest I had driven one of these in one go. Our car is equipped with 14 way seats that are almost infinitely adjustable. I am particular on seating and these fit me very well.

This car gets a lot of looks, when we pulled into the brewery parking lot necks snapped. The car that led us up the gravel driveway was a Chevy volt and there were three or four Teslas spread throughout the lot. We unloaded Ellie and headed in. A great food truck was there and we split a Peruvian Chicken Hoagie. One of the better food truck sandwiches we have had!

The ride back was taken along Route 7, to 28 south, to 50 east and then 66 east. When you have to hand cash to the toll booth operators it is a good motivator to take an alternate route. We finished up back at the house with 1293 miles on the Taycan Turbo and 41% charge remaining.

I drove the car sensibly, as I would drive the car that I drive every day. I wasn't hypermiling and I certainly wasn't trying to eek every last mile out of that 93.4kWh battery. According to my math that would equate to a full SOC giving us a run of 269.8 miles if driven similarly under similar conditions (ambient air was in the low to mid 60s).

My dad headed out of town and I took the Taycan over to the Electrify America station and decided to head into Target to look at the latest Hot Wheel offerings. The station was empty. A few spots down from the station was a



987.2 Cayman S in black with black wheels. The owner nodded as he pulled out of the spot and I fumbled with the super heavy gauge wired plug that goes into the passenger side of the Taycan. You can charge on both sides but the DC charger is on the passenger side.

I struggled for a few minutes to get my phone to connect to the charger and eventually gave up. This was the only issue with charging. Perhaps it was my phone or maybe it was the proximity sensor of the charger. The easiest and most time effective solution was to swipe my credit card.

Since I wasn't waiting for the car I opted for text message updates and pressed go. With this charger I was billed \$1 for initial hook up and 89 cents per minute charging. I figured I would give it a half hour and then come back. The first text showed that I pulled in at 38% battery and it was unable to estimate when I would get to 80% SOC, it was received at 16:14:34. I went into Target and was able to find a Magnus Walker 911 and a Gen 2 Formula E car, a good compliment to my chariot for the last 24 hours of vehicle choice.

The second text arrived at 16:34:34 and alerted me that I was at 80% SOC and it cost \$19.69 for this charge. I was at the grocery store now and figured it wouldn't be an issue to leave the car there for a few more minutes. The next text came at 16:43:58, this one said that my charging

had stopped and I now have a 10 minute grace period to untether the car. I was now at 92% SOC(in roughly 30:24 since I plugged in) and my total was \$28.06.

I honestly had no idea how fast the car would charge. The range estimate climbed to 256 miles by the time I sat back down. This was impressive. I had been concerned about this entire day of travel and in 30 minutes I had gained roughly 155 miles of range. Keep in mind that this would have been free if the car was properly registered to an owner through Porsche Connect.

After the last few days of thinking back on those 24 hours I realized that my range anxiety was entirely unnecessary. The car had a lot more to give before I plugged it in, almost 100 miles. I run my daily driver Audi to 5 or 10 miles of range before I fill it up. If I were to own an electric car I would make it a priority(at time of order) to begin planning the charging infrastructure at home. Porsche recently teamed up with Amazon to do at home installation of your electrification items.

In a few weeks I will receive formal training from Porsche and will follow on this article to cover many more items pertaining to the future of Porsche electrification and more specifics on the engineering of the Taycan that has not been covered in the news. **DV**



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RESTORATION, ROCKS AND ROLL CAGES

A Story of Fun, Imagination & Talent in Manassas, Virginia

STORY BY ALAN M. FRENCH AND PHOTOS BY ALAN M. FRENCH & GERARD BROWN



When friends and colleagues Tony Connor and Bryon Fusini decided to conquer deserts and mountain roads in the world's toughest rally adventures, they didn't buy the latest Paris-Dakar Winning All-Terrain Race Truck or even a Baja-1000 Buggy. For fun that few people experience and most, struggle to imagine, Tony and Bryon decided Endurance Rallying with vintage cars was the way to go. For PCA Member Tony, it was a 1956 Porsche 356A. That's the same 356A that most owners keep in a goose-down sleeping bag inside a monitored oxygen tent. Not so for Tony, who saw a unique outlaw rally car opportunity, competing successfully in events around the globe, combining his passion for cars with wife Jill's passion for travel.



1968 Soft-Top Targa



1973 911T Engine Bay



Tony Connor's 356A, "Java"

Bryon's vision was a tad more niche. His rough-road ride of choice was a 1955 Lancia Aurelia B12; the style of car that Gen Z's think was popular when the meteor hit. The Aurelia is no Stratos, but Bryon continues to have the last laugh. As a popular choice of "Car most likely to die first," many a novice pit crew has lost their shirts when Bryon and colleague Stephen Waudby complete rally stage after rally stage.

Clearly, something special goes into the preparation of these cars. They compete and finish the toughest stages the Endurance Rally Association organizes. As a lapsed automotive designer, I see the designers of the Porsche 356 were at least interested in circuit racing. I suspect however, the Lancia Aurelia engineers were thinking of an entirely different weekend activity. While Porsche never prepared or backed a 356 rally car, they did enter the Monte Carlo Rally in 1965, with highly modified 911's.

So imagine you have a dream to take a vintage sports car, with no rally parts aftermarket, transform it into a robust and reliable rally car that will work almost anywhere in the world, on gas that needs several sticks of dynamite to ignite. You look on Yelp and find out quickly, that the skills to prepare and support cars in such adventures are as rare as a drinkable, alcohol-free beer in North America, and as scarce as Unobtainium in the DMV area. What do you do?

Tony's smile and infectious laughter gives the game away. With a sense of humor and unrestrained imagination, you start a business with bright, experienced racecar engineers. Tony, Bryon and Stephen start Blue Ridge Motorwerks in 2014 and get recruiting.

The first project for the new team was Tony's well-known 356A called Java, which he acquired in 2014. Much work was done to modify and prepare the car for it's first rally: the Peking to Paris Motor Challenge in 2016. Fun and imagination gets you into some interesting adventures!

As racers and adventurers know, just getting to the start line with the best chance of success is often the biggest hurdle in any challenge. Java needed road testing to iron out the bugs on some spirited, longer journeys inside the US before shipping. Unfortunately, the bugs grew into albatrosses: a self-destructing engine, front suspension failures, among others. With shipping dates for the Peking-Paris just two weeks away, Tony's urgent calls to find a reliable competition engine pointed to Chuck Allard Racing with accomplished 356 Racer, Tim Berardelli, consulting on the build specifications and chassis upgrades.

Having prepared and driven both race and rally cars, albeit back in the last century, circuit racing to me (you can design your own simile here) is like playing the violin; precise inputs, with orchestral transitions of g-force as you explore the limits

of grip on a series of predefined turns, while simultaneously trying to gain position and watch your back. Rallying is more like an improv drum solo with brutal percussion sequences in which you have to master the trade-off between forward momentum and the car's integrity, all while being sweet-talked by your Navigator to take turns you never knew existed. Preparing cars for these two events is very different.

For Tony's Porsche and Bryon's Lancia, the combination of the right skills and experiences really started to gather pace after Java's initial problems surfaced. Following introductions to Tim Berardelli's network of trusted engineers, PCA Members Schebish Brothers join the band to get the cars running satisfactorily.

A DNA analysis for the brothers would undoubtedly test positive for the automotive master craftsman chromosome. I would not be surprised if Brian, Greg and Shawn were born with flat six wrenches and air-cooled welding gear in each hand. Each has their own particular skill set, but like a good rock band, the volume really hits II when they play together.

To take a truckload of individual Porsche parts from a completely dismantled and very rare 1968 912 Soft Top Targa, reassemble with care, precision and then set up the entire car in a matter of weeks is impressive. There are some things you can't learn behind a computer screen. Engineering intuition is one of them.

Add the ability to restore and repair high value Porsches to the standards their owners expect, and you realize the whole team at Schebish Bros. have a broad range of talent, like Zach Catlin: experienced technician, master fabricator and accomplished driver.

World-class restoration relies on having a grip on the logistics. The guys at Blue Ridge Motorwerks, Schebish Bros and Tim Berardelli Racing have a wealth of talent, but also recognize when someone else can do it better and, or faster. A typical air-cooled 912 has over 15,000 parts that need to be assessed, refurbished, reworked or replaced. Knowing to whom to send,

or buy these rare parts is an important task. Then, every part must be tracked and synchronized for final assembly in Manassas.

Tony Connor recalls the story of Java's rear-end suspension failure while on the Peking-Paris Rally. Designed in Java's early development phase with a circuit racing mindset, it failed in the endurance rally environment. A brusque satellite phone call from Russia to the resourceful Schebish Brothers at 3am EST for a desperate list of replacement parts, sparked immediate sourcing, making and shipping replacements through difficult borders to Kazan, Russia, in time for Tony and a few local Porsche Technicians to fit at their next stop. This task won Shawn and the Schebish team enormous trust and a logistics crown.

When you put a band together, the players must be able to perform well together, but they also need the right environment to succeed on every single project they take on. The co-location of Blue Ridge Motorwerks, Schebish Bros and Tim Berardelli Racing in Manassas, VA, in 2015 made it easier to do the right things for the cars and their owners.

Life at the facility in Manassas today continues to be fun. One can see a lot of Porsche restoration, repair and rally preparation. They also provide Datsun 280Z chassis builds for racing, and custom vehicle conversions for special customers. After an eyebrow-raising look at a 1948 Chevy 3100 Pickup with Tesla EV running gear (yes, you read correctly) I asked what the sweet spot was for this collaborative group. Greg Schebish explains, "Our best clients are those who want something. Those who need something are usually better off elsewhere." Wants are luxuries. Needs are life's imperatives that often require shortcuts and compromise that master craftsmen abhor.

It was clear to me that the team in Manassas had a different mindset to the traditional Porsche Dealers and Independent Porsche Centers that we know and love. The air-cooled era of Porsches are revered by Porschephiles. We see them as a kind of Patient Zero in the evolution of Dr. Ing. Ferdinand Porsche's sports car catalog. They have personality and soul. The way they drive, feel and sound is pure personality. The way they stand, silent, with class and timeless beauty, is all soul. They have an existence that needs to be maintained and nurtured. Without conspiring with fairies, that's exactly what the guys at Schebish do.

More stories, projects and help at blueridgemotorwerks.com and schebishbros.com DV



1958 356A Speedster

NEW POTOMAC MEMBERS

AHMED ABUTALEB
2007 911 Carrera
S Cabriolet
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RYAN BAILEY
2017 Macan S
from Washington

BIKRAM BAKSHI
2015 911 Carrera GTS Coupe
from Potomac

ROBERT BUNGE
1998 Boxster
from Bowie

SCOTT BUZZELLI
2016 Macan Turbo
from Middleburg

ANTHONY CAMBONGA
2020 Panamera GTS
from Chantilly
transfer from
San Gabriel Valley

KEVIN CAMPBELL
2014 911 Carrera S Coupe
from Woodbridge

CHRISTOPHER CHAMPAGNE
2020 911 Carrera 4S Coupe
from Springfield

CHRIS CHON
2019 911 Turbo S
from Leesburg

WILLIAM CONNERS
2018 911 Turbo Coupe
from Reston

MARK CREASEY
2015 Macan S
from Fairfax Station

LEWIS DAWKINS
2013 Boxster S
from Washington

ANDREW FEINBERG
2016 Panamera 4S
from Sterling

DARRYL GILBERT
2014 Cayman S
from Alexandria
transfer from Magnolia

CARL GORDON
2012 911 Carrera
S Cabriolet
from Alexandria

MICHAEL GRIVSKY
2006 911 Carrera S
from McLean

CHUCK HALL
2009 911 Carrera Cabriolet
from Gainesville

MARK HATCHELL
2003 Boxster S
from Warrenton

ARI KARO
2012 911 Carrera S
from Falls Church

PATRICK LAKE
2018 718 Cayman
from Falls Church

BRIAN LAL
2009 Cayman
from Arlington

CLAUS LANGFRED
2019 911 Carrera GTS
from Vienna

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from Monrovia

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JOHN MANDELL
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from Fairfax

JONATHAN MORRIS
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from Washington

LUIS PALACIOS
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from Upper Marlboro

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1984 911 Carrera
from Falls Church

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GENE WIRWAHN
2019 Macan S
from Aldie

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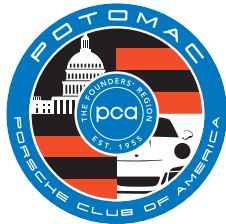


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25 YEARS

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Michael & Erin Trahan

15 YEARS

Joseph & Michelle Arleth

George & Kay Baird

Scott & Katharine Harvard

Robert & Mary Snieckus

Jacques-Paul & Michel Speyer

10 YEARS

Christopher & Jack Bowen

Jack Clark & Jan Stewart Clark

James Griffin

Rick Tepel

Ruffy Zarookian

5 YEARS

Jeff Crook

Gregory Dormitzer

Richard Edelman

& Chris Steinhauer

Richard Gawthrop & Seong Kim

Raphael & Leah Gomez

Marcus Hairston

John Hewes

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Contribute to DER VORGÄNGER

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 99L.
- Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
- Interviews with interesting people who own interesting Porsches such as the one on Sal Fanelli, who owns a Porsche tractor.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.
- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.
- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

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

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The Power of One Influential Person

STORY BY TOM NEEL

A recent Hagerty newsletter noted four Hemi powered vehicles going to auction. All four of these classics had made an impression on me almost directly in my younger years, but none more so than the original 1967 Hurst Hemi Under Glass which recently sold for \$300,000. Now I mention this not simply because of the car itself, but because of the man that drove and made it famous, Bob Riggie. It happens that Mr. Riggie, unlike my father, would be unaware of exactly how influential he was to my lifelong love of cars.



Bob Riggie and the Hurst Hemi Under Glass!



Joining Jorge Carnicero for the delivery of his highly optioned GT3 Touring. PEC Atlanta.

FUEL FOR THOUGHT

BY TOM NEEL

Born in 1955, I was a wide-eyed 12 year old when my father, who worked at a Chrysler Plymouth dealer, took the family (my mother and 3.5 year older brother David) to 75-80 Dragway in Monrovia, Maryland. For those of you who may not know, 75-80 Dragway, years later, became the test track for Motorweek which began in 1981. A very small facility, the track got its name because it was shoehorned between Rt. 75 and Rt.80. Narrow, after the quarter mile its runoff area headed uphill off into a corn field.

This was 1967 and the big show of the night were the wheelstand racers Hurst Hemi Under Glass against The Little Red Wagon. Both were specially built with their engines placed in the rear behind the driver which allowed them to easily do wheel-stands the entire length of the drag strip while cracking off 11 second, 110 MPH times! The driver would look through a hole in the firewall and steer with independent rear brakes while front wheels were off the ground. With sparks flying off a rear mounted skid-plate, these cars made for quite a show!

We didn't have a lot of money, so my father didn't pay to get us in the pits. But as they all stopped at the concession stand, I wandered further to look at the cars through the 4 foot fence that separated the pits from general admission. While looking at the Hemi Under Glass which was near the fence, Bob Riggle noticed me, came over and said you want a closer look? With little more than a nod from me, he reach over the fence, picked me up under my arms and put me in the pits. He walked me over, showed me the car with its big injected Hemi engine, autographed a photo, gave me a pat on the head and that was that. Problem was, while super excited, I was now in the pits, sans parents, and they hadn't seen any of this happen! Yes we were finally reunited, but that day really changed my life and within five years I was back there on a regular basis as the only crew member for a neighbor's C-Dragster.

This very story in fact prompted me to recently call Mr. Riggle and thank him for his enthusiastic generosity, and to let him know I think about that day often. He told me he retired in 2018 after 52 years of racing. Though it went unmentioned, this had to be in part due to the very unfortunate crash which happened while filming a segment for Jay Leno's Garage in 2016. But he was happy to talk about old times and during our conversation he asked my age? When I told him I was getting ready to turn 65 (20 years his junior), I could tell it really moved him. He said, "Wow, that's a long time to be hanging on to a memory. That's really great!"

By the mid 70s I found myself at an event at Capital Raceway in Bowie, Maryland. The star of that night was "TV" Tommy Ivo. Tommy had been a child actor who was in numerous movies and TV shows such as Father Know Best and Leave it to Beaver. Tommy was a very innovative and already legendary drag racer at that time. He was there with what I believe would have been his last rear engine dragster. We had a mutual friend and after introducing myself, I ended up helping him and his mechanic that night. You have to remember that his was a guy that was there in the beginning of the invention of the dragster and my time with Ivo was incredibly inspiring. I have to share that push starting a dragster at night is something I will never forget! As inspiration would have it, a short time later I would be crewing top fuel funny cars.

Now during this time I also worked on Ferraris. An amazing collection owned by the early collector Norman Silver. Mr. Silver's collection was the finest in the country and because of his incredible collection, I found myself immersed in the best of the best. As an example, the 275 NART Spyder that appeared in the original 1968 Steve McQueen film, The Thomas Crown Affair, and racers like the 1970 312B F1 that Clay Reggazonni took to victory at the Autodromo Nazionale Monza, winning the Italian Grand Prix. I fit perfectly in it by the way. There was also the famous 1962 250 GT SWB Breadvan and so many other legendary street and competition cars of the 50s, 60s and 70s. But there wasn't just Ferraris at the shop, as it was also the shop where I did an early 911 RS conversion and drove my first 914/6. I was one of those guys that couldn't help but doing a direct comparison to it and the Dino 246GT back in the day. My greatest memory being that they were both really enjoyable to drive.

But the years passed and I found myself talking a lot about Porsches with close friend and long time PCA Potomac member Jorge Carnicero. He said to me, "Tom, I think it's time for you to consider owning a Porsche. We're not getting any younger my friend." Those were the influential words that pushed me over the edge into Porsche ownership. Remember, it just takes one influential person. So many years of driving and being around Porsches, but never owning one. That was less than five years ago and my first one was a new 2016 GT4. Yes, there is a back story to this, but perhaps the most charming part of this story was Jorge gifting me a PCA gift membership! It turns out that gift was like giving me a whole new family.

My father started those automotive embers smoldering in me when I was very young. Bob Riggle came along and really stoked those embers. Years later Tommy Ivo threw nitro on it, Norman Silver fanned it, and Jorge Carnicero made it a Porsche torch! The power of one influential person is all it takes. You may never know just how much joy you can bring them, but always remember you may be that powerful positive influence. **DV**



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