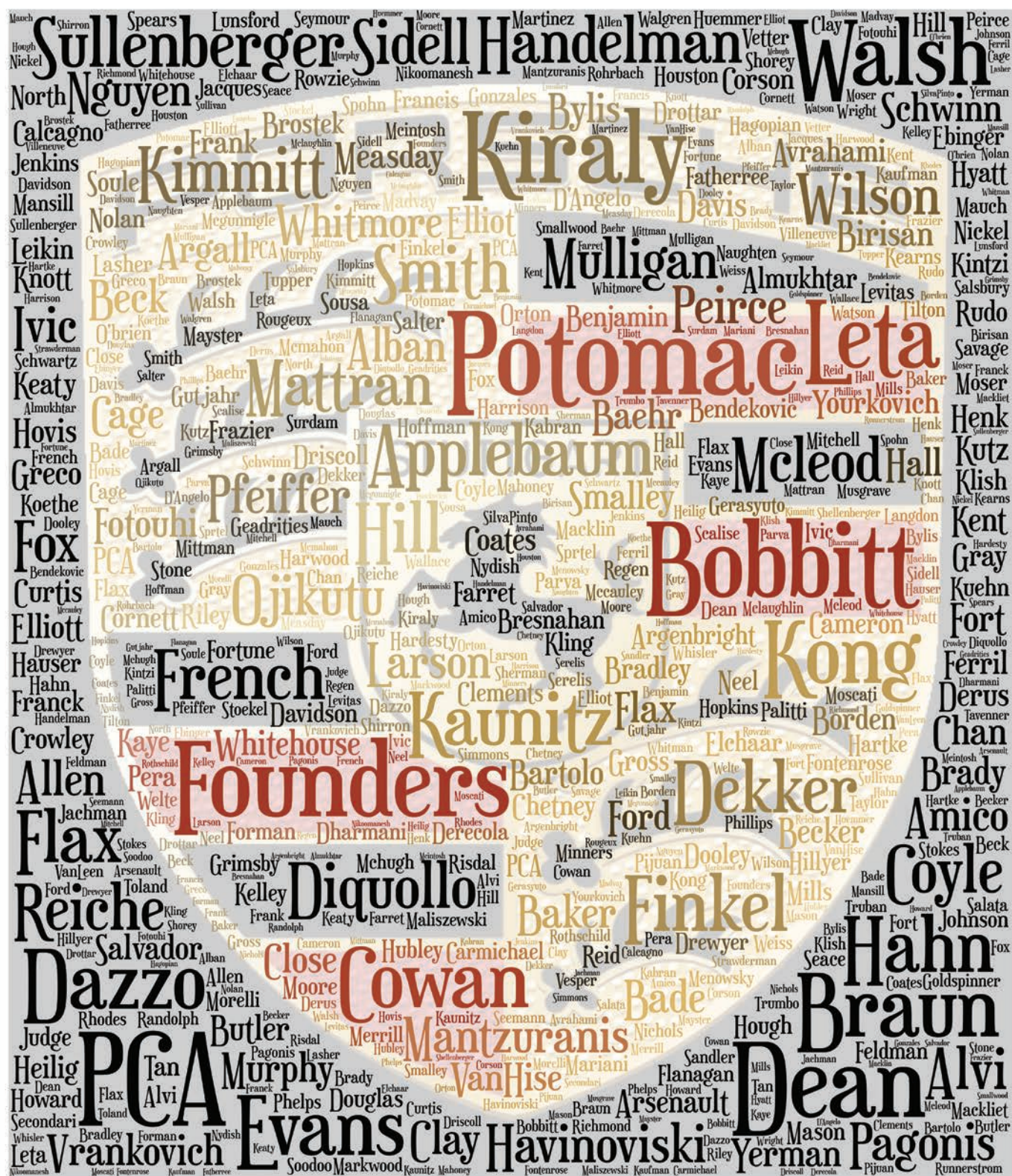


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COVER PHOTO: The Porsche Logo image was created by Mia Walsh using the names of our 2020 volunteers and a word cloud generator. The assignment of sizes and colors to names is random, except for the title. Volunteers may find their names more than once.

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Talking Bollocks



Alan French

Earlier this year, Glenn offered me the keys to his Editor's Column. I declined, not feeling quite ready for the privilege and not wanting to talk bollocks to you all.

Bollocks, (or bollox, if you're hip and groovy) descends from a 13th century English word for the male undercarriage. For two centuries it has meant "nonsense", but because it once made maidens blush, use of this expressive pronoun in Britain had you banished to Australia. Like most edgy vernacular, its potency diminished over time. In 2019, the Speaker of the House of Commons in the Parliament ruled that use of the word in the chamber was, "not disorderly"—very Downton Abbey!

Like all of you, I've read and heard a lot of bollocks about Porsches, mostly from folks who've never driven, owned or licked one clean. As with our national discourse, we need to ask questions about the sources of information upon which we plan to act. Luckily, we receive contributions from so many interesting members, who actually know their stuff!

Overqualified in Automotive Engineering and Design, I enjoyed a career in making cars go faster, further, and with more fun. But, at the end of the day, I really know Jack about cars. Like most, I rely on internet search engines to help me solve certain car problems.

Case in point; resolving the cause of a Check-Engine-Light (CEL) on the Boxster. Plugging in the Durametric to get the Fault Code was like being told, "Yup, you have a fault." The manifestation of this fault was a rough idle and stalling motor after each gassing up. I had some ideas, but didn't want to waste time dismantling the entire fuel and emissions systems. My go-to Porsche professors were unable to focus me further, so I hoped someone in the ether had solved the problem before.

I consulted the online forums and registers we all know and love. People helpfully shared their bollocks with authority and enthusiasm. I resisted a shotgun of suggestions to dismantle unrelated

systems, fit an LS2 motor, check earth straps on the door speakers, and the crowd's favorite villain, inspect the IMS bearing. I needed to filter out this crowd-sourced nonsense.

I checked a couple of forums moderated by people I trusted. Finally, buried deep in an unrelated post, I found the dog's bollocks—a concise account of how to efficiently replace a suspect solenoid valve with no alibi. (Expanded learning: the preposition, "dog's", reverses the polarity of meaning to, the best, top-notch, or pure gold.)

I don't pretend to have full command of my mother tongue, but with guidance from the wonderful DV team, we produce a great magazine, by members, for members, containing Potomac news, stories, and insights. My editorial touchstone is always: does it make sense?

No maidens blushed in the making of this column. DV



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Making Membership Matter

After taking the wheel from Gary Baker, who embodies what PCA Potomac is all about—enduring friendship and deep enthusiasm for all things Porsche—I became more aware that in this second year of the pandemic, we are still experiencing unprecedented challenges. One reassuring constant is **DER VORGÄNGER**, a magazine whose glossy pages I look forward to every month. This issue of **DER VORGÄNGER** focuses on members, who are the heart of our club.

Membership in PCA Potomac (the largest region in the United States and Canada!), is truly for everyone. As for me, I am not a club racer. I am not restoring a vintage car. I do not own a lift. But I do own a Porsche. And that Porsche has opened a door to a diverse community of friends.

When I joined PCA in 2009, I enjoyed a handful of brunches and

Drive and Dines, but didn't find my place until my first High-Performance Driving Clinic (HPDC) in 2013. Now, I'm 45 PCA Drivers' Education (DE) weekends, many board meetings and social events, and a couple of Concours richer in experience.

I was DE registrar with Chris Mantzuranis for three years. He hasn't been able to attend a DE for two years, but still devotes countless hours to answering the flood of emails about registration. We got to know hundreds of members of our club by name. We watched as they progressed through run groups, became instructors, traded cars, or moved on from DEs to other activities. Getting to know these people and seeing how many of them volunteer for the club has made PCA Potomac membership real

for me. It's more than a decal on a window or a card in a wallet.

Whether your car is a Concours contender, polished to perfection, or you are dreaming of that perfect hole shot in Spec Boxsters, I encourage you not to wait as long as I did to become active in the club: register for an activity that you might not have considered before. Or, volunteer your time and expertise by helping us plan a new charitable activity or a social event, by helping our webmasters with website updates, by helping with DE temperature checks during COVID or helping tally lunch orders, to name a few. With you, we are 4,035 total members strong, and we can meet any challenge as we return to what are, hopefully, more normal times. **DV**



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2021 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

24

Autocross School
Summit Point, WV

Spring Rally
Monrovia, MD

Tech Session for Watkins Glen
International DE
Porsche Silver Spring, MD
(Location not yet confirmed)

25

Autocross #2
Summit Point, WV

30 - MAY 2

Drive & Dine to Hershey, PA

MAY

2

37th Annual Deutsche
Marque Concours
2 Silos, Manassas, VA

14-16

Drivers' Education
Watkins Glen International, NY

16

Drive & Dine Spring Drive
New destination TBD

23

Autocross #3
Summit Point, WV

CLUB Announcements

CONGRATULATIONS TO OUR AWARD WINNERS!

Presented at the Awards Ceremony on March 16, 2021 were:

PRESIDENT'S AWARD

Alan French
Pat Kaunitz
Lara Peirce

ENTHUSIAST OF THE YEAR

Kurt Leta

INSTRUCTOR OF THE YEAR

Jay Smith

SPECIAL RECOGNITION AWARD

Dirk Dekker

DER VORGÄNGER POSTAL DELAYS

USPS changes, staff shortages and inclement weather have significantly delayed delivery of DV to members this year. We are monitoring the situation and hope good service will resume soon.

NOTE: You can always read the latest copy of **DER VORGÄNGER** on the Potomac website, as well as archives back to 1957!

POTOMAC MONTHLY LUNCHES & 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.

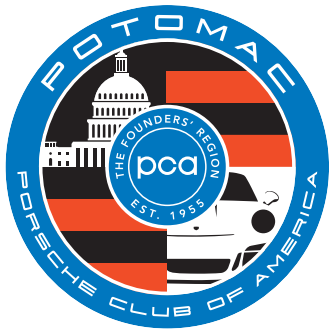
Virginia

First Saturday of each month, 11:30am

City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

Maryland

Canceled Until Further Notice



Potomac Program Highlights

RALLY



Rally News

STORY BY LINDA DAVIDSON AND PHOTOS BY GLENN COWAN

Let's all try to forget 2020 and focus on a better 2021. Last year we were able to stage one socially-distanced rally which turned out pretty well. This year, we're aiming for two.

The Spring Rally is scheduled for Saturday, April 24. We plan to start and end at the home of Tony and Cindy Pagonis in Monrovia, MD at 9:30am. They have a very large property with multiple picnic tables and restrooms available. We are planning on having coffee, water and simple snacks on hand.

The format for this event is "Shortest Distance". Unlike other rallies where everyone is given a specific route to follow, for this rally teams will be given a MAP and a list of locations to find and photograph. You determine the route using the shortest distance possible. Once you are given the instructions, the clock

starts. You will be given a specific amount of time to complete the task and return to the starting line where a food truck will be serving BBQ. Any team not finishing in the allotted time will be considered DNF. There is no cap on the number of cars that can register. Cost is \$60 PER CAR, which includes lunch for both driver and navigator.

Registration is through MotorsportReg at www.msreg.com/2021SpringRally.

Contact rally@pcapotomac.org or dogzmom@verizon.net for questions. DV



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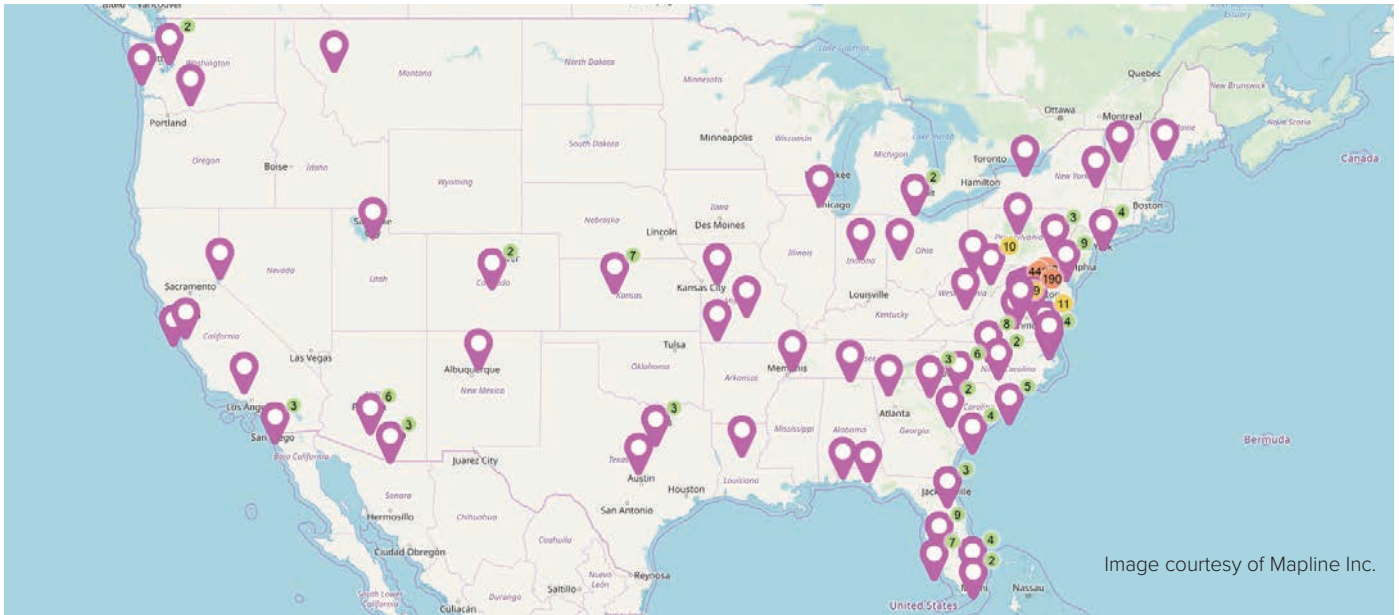
STORY BY ALAN FRENCH

Noun: A PCA
Potomac member
in good standing

You won't find "Potomacan" in a dictionary. Not in Webster's, urbandictionary.com, or even Mrs. Byrne's Dictionary of Unusual, Obscure, and Preposterous Words. It seemed time to abbreviate "Member of the PCA Potomac Region", so I propose this made-up word. I like that it ends with a Porsche model.

Donning my Arctic survival gear to reach our post box in a recent snowstorm, I started to wonder where and when

our readers opened their copy of **DER VORGÄNGER**. Whether on a mountain top, waterfront or downtown, my fertile imagination suggested that many of you would be "Morning Potomacans", opening your copy over pancakes with a Porsche thermos full of hot coffee. Others would be "Evening Potomacans", perhaps adjusting your Steve McQueen smoking jacket, firing up a Churchill and pouring yourself a sipping



bourbon before opening the first page. I wondered how many just browse the photographs, how many actually read the text, and how many save every copy rather than sliding it into the recycling can at the end of the day. Ultimately, it doesn't matter, as long as it brings some pleasure to your day.

Ed Hahn, our Membership Chair, does a stellar job keeping track of members. New members, significant anniversaries, and everything in between. Ed also produces the mailing list for **DER VORGÄNGER** every month.

Intrigued by the wide variety of locations in which you read your copy of **DV**, I decided to allow my fascination with maps to take over for a moment or three. I took our mailing list and input the data to a mapping program. I had questions like: who lives furthest away, who lives closest to the monument, and where on earth are our members?

The maps produced from members' zip codes show that we are a region with reach. The Potomac Region is nominally a circle of 75 miles, centered on the Washington Monument, but we have members who choose to keep their association with the Potomac chapter while living away. We have members in South America, Africa, Middle East, Europe and Australasia. While we have a healthy concentration within our region boundaries, we are also spread out in the lower 48. I decided not to plot the locations of Potomacans deployed overseas on diplomatic, security and charitable missions, but to recognize them and pray for their safe return.

I thought it might be fun to reach out to some members and get their story. In this month's edition, we introduce you to three Potomacans: Justin Maurer, who lives in the middle of Washington D.C., Michael Miller in Boulder Creek, California, and Andrew Hubbard in Stuttgart, Germany. **DV**



Justin Maurer

WASHINGTON, DC

INTERVIEW BY ALAN FRENCH
PHOTOS BY JUSTIN AND MIKE MAURER

Justin is our Potomacan living closest to the Washington Monument, at the very center of our region. He lives and cherishes his Cobalt Blue 996 TT just 1,500 yards from the obelisk.

Justin was born into a Porsche family. His dad, Mike has been selling Porsches for nearly 40 years and is one of the founding members of the Porsche Annapolis sales team. Mike bought Justin a PCA Potomac Associate Membership before he could walk, let alone help to wash one of the many Porsches that adorned the family driveway over the years. Justin says he can identify the sound of an air-cooled 911 from miles away, a skill

he developed as an infant in Atlanta, waiting for Dad to get home from work.

Fast forwarding to this century, Justin has lived in D.C. for around 15 years, working in tech companies and start-ups. He converted to full PCA membership in July 2007.

When a Cobalt Blue, 996 Twin Turbo with manual gearbox, surfaced for sale in Dallas, TX, with 26k miles on the clock and a full set of service and maintenance records, Justin knew it was a must-have and flew to Dallas to purchase and drive the car back to D.C.

The car has some modifications, including a power tune to 575hp, a Cargraphic exhaust, a center console "uplift" and clear side markers and door plugs. Justin has enjoyed taking part in PCA Drivers' Ed and Autocross events. Work has consumed his life more recently, but he gets out to Cars & Coffee on occasion.



When asked what he loves about the car, Justin mentions the feel and the speed of the car. He says it is, "wonderfully, absurdly fast" and despite the Turbo's reputation as heavy, the grip made it "a tremendous amount of fun to autocross". He also loves that it's just the perfect size, explaining, "I can't quite move house in it, but I've loaded it full of both things and people in years past," and, "It's really versatile if you're good at Tetris, and is everything I need, 99% of the time."

Justin has made some longer trips in his timeless Turbo, bourbon barrel picking in Kentucky, returning through Asheville, NC. on the Blue Ridge Parkway. When sections of the Parkway were closed, "I spent more time on the backroads of NC and VA. That was a fantastic drive!"

"The evening before my 30th birthday in 2012, I packed a bag and decided to head for NYC for a day. I pulled over for about five minutes to make sure that, at the stroke of midnight, turning 30 years old, I was driving through Times Square in my car." DV



Michael Miller

BOULDER CREEK, CA

INTERVIEW BY ALAN FRENCH
PHOTOS BY MICHAEL MILLER

Caps fan Michael lives 2,438 crow-fly-miles west from the Washington Monument, where he cares for his family and a beautiful, black, '86 Targa. Michael, a "Potomacan" since 1998, moved from northern Virginia five years ago to take a cyber security role in California. Despite moving to the Santa Cruz area, he decided to stay connected with us, and consequently guarantee monthly deliveries of **DER VORGÄNGER**.

As a young Michael in Oklahoma City, his Dad was heavily into sports cars. Michael was influenced by cars such as Mercedes 280SL's, a '69 Corvette Stingray and an early '70's Monte Carlo, which he remembers being faster than the Corvette!

Michael recalls riding his bike across the neighborhood to hang out with the guys at the local auto shop. His first sight of a Porsche was an orange 914, owned by a friend's brother. His desire for a classic, air-cooled Porsche was formally ignited. Michael looked at a few 911's to buy, when under sad family circumstances, he found himself back in Oklahoma City in 1998. While there, he went back to the auto shop he visited as a kid, and there in the showroom was a shiny, black, '86 Targa, with tan interior. "OK, that's the car!" he declared.

The Targa was originally sold by a Porsche dealer in Dallas, TX. Michael bought it as the fourth owner, with 54,000 miles on the clock, a full service and maintenance history, including the original window sticker, and duly drove it back to D.C.

Michael says the car is pretty stock. The wheels you see in the pictures are C2 Turbo wheels that give it a better stance in Michael's view. He has a set of originals with the correct date



stamp, as well as some other parts he's just never gotten around to fitting, mainly because he likes the classic, original look and feel of the car. "I'm spending a lot of time replacing the little plastic things that break, like the jack-point covers that are over 30 years old." Michael also discovered the need to replace the 35-year-old spare tire after getting a flat while out with August, his young son.

Michael drove the Targa out to Boulder Creek when he and his wife Chrissy moved there in 2016. No stranger to road trips, like following the Grateful Dead across the country, he had made the trip to Cali a few times, transporting possessions, vehicles, and the bees he had raised in Virginia! Michael took the opportunity to drive the Targa to the new home with the top off, arriving in California with just one side of his face tanned.

Michael says he really misses going to Caps games. On PCA events, he says, "I used to go on the weekend drives and cars and coffee in Maryland. We did some of the rallies and the day drives, in fact, we met some really good friends on a trip to Harpers Ferry."

Michael's plans for 2021 include visiting family in Alexandria in the Fall, and local drives in the Porsche. "We have some really nice drives in the Santa Cruz mountains, and I want to take my son. My wife isn't convinced that my driving is suitable for a 5-year-old, but he seems to like it." DV



Andrew Hubbard

LIVING IN STUTTGART:
A TRUE PORSCHE STORY

STORY AND PHOTOS BY ANDREW HUBBARD

When the Army saw fit to post me to the UK for three years, I placed my beloved 1984 RoW Coupe, which my wife had long ago dubbed Penny, into storage in my friend's Garagemahal, in the company of a couple of Dodge Vipers and a Corvette cum-race car. I had bought the car in 2008, about a year before I knew I would be back in Iraq, and, unbeknownst to me at the time, 11 months before my wife gave birth to boy-girl twins. She never has forgotten my absence that first year, but that is another story for another day. As much as I regretted doing so, my family and I did not want to be encumbered with a garage requirement when looking for a place to live in the UK. Besides, England can be quite wet, and the car could melt. The fuel drained, battery out, jack stands relieving the suspension of most of its work, and fresh oil in the crankcase, the car began its slumber. Cars like this are life

companions and I had no idea then of the adventures that awaited. In the ensuing three years, I missed the car greatly, though my daily, a 2006 BMW 118d could be quite entertaining, and my wife's 2005 BMW 535d wagon was an absolute monster. At any rate, in the spring of 2018 I received orders to report to Stuttgart, Germany and the plotting to bring Penny out of hibernation and to Germany began with shipping scheduled for late August, with the car arriving mid-late September.

STUTTGART HERE WE COME...I NEED A DAILY DRIVER; A 944 SHOULD DO

Prior to leaving the UK, we regrettably sold both BMWs, the steering wheels being in inconvenient locations for continental driving. I had secured a left-hand drive 2015 Volvo V60 for the move, so we were set for both the drive to Stuttgart and a family car, but I needed a car to drive every day to and from work, as the 3.2 Carrera would hibernate in winter, as it always did. What to drive—a beater, or something more unique and entertaining? Having paid more attention than prudent to Porsche forums over the years, I had heard the wonders of 944s as daily drivers, but remembered the early ones were underpowered. A bit of looking, a little research, and some more web-surfing turned up several 944S2 candidates. I missed out on the best of the bunch but found a 944S within an hour of Stuttgart.

We went to check it out—it had recently had the head rebuilt, new belts, water pump, and other essentials, but had not been driven much in the past ten years. A scan of the logbook from new revealed a complete history, with several dealer stamps from

the Italian-speaking area of southern Switzerland beginning in 1988. The interior was extremely ragged, with the original black pinstriped seats showing large rips. The respray paint job was not great, but was presentable, and most importantly, there was no rust anywhere, and the car ran and drove great. As it was going to be my daily driver, and endure salt, potential door dings, and other ignominies, perfection was not necessary. Further talking myself into it as the car was over 25 years old, I could eventually bring it back to the States with no hassles, and then convert it into a track weapon. Within 48 hours of arriving in Stuttgart, I had started down the proverbial slippery slope.

I suspect the S was meant to stand for Super, or Sport, but those who have driven 944s know it stands for sublime. The handling was incredible—superb balance far overcame the mediocre acceleration. The car was generally sound on purchase, but my OCD with older cars dictated a few fixes to prevent being stranded, so in short order I replaced some “softer” parts—the clutch slave cylinder, clutch and brake master cylinder, and suspension bushings on the front. I also rebuilt the front brake calipers when doing pads and rotors which seemed prudent. With that sorted, I shifted focus to the interior, refreshing the front seats with original pinstriping. The interior was still not great, but for daily driving, it was sufficient for my needs.

The car was also a conversation starter and led to the first of many friends as it sparked up a conversation with a gentleman at the car registration center, who turned out to be a track junkie (Acura NSX of some sort) and all-around car nut. Jorge and his wife have since become dear friends...to make matters better, he bought a 2014 Cayman S six months after we met.

At any rate, the 944 was a great daily, with plenty of storage space and eye catching, retro styling. My wife even liked it. And did I mention the handling? Extremely forgiving and predictable, with plenty of warning from the rear before it would break loose into an easily controlled oversteer. The 944 owners and previous owners out there know exactly what I am talking about. Although a different driving experience entirely, I found the 944 easier to drive at the limit than the 3.2.

I intended to have the car arrive in Germany in mid-September, with enough time left in the season to drive, but allowing sufficient time to find a place to live (with a garage). The car arrived in Bremerhaven more or less on time and rather than wait for the car to ship to Stuttgart I elected to go pick it up, and drive seven hours of Autobahn to get reacquainted. The shippers managed to damage the rear valence (later fixed in Stuttgart), but otherwise the car was just as I remembered.

After a long delay at customs, I was on my way back to Stuttgart. I found the car was very happy between 90 and 110—speeds over that required more concentration than I could devote over such a period. We made great time getting home, but I had forgotten just a bit about the car's handling characteristics. At 120 mph through a gentle bend, if one lifts off the gas, the car changes lanes with no steering input. Neat trick.

When registering Penny, a voice I vaguely recognized said “Hey, I know that car!” Looking about, I see an old friend from Virginia, James, who back then owned a 944 Turbo and a 3.2 Carrera. James and I quickly caught up, exchanged numbers, and vowed to go on a drive soon.



Penny and the 944S

CAR NUTS

Car nuts seem to attract other car nuts. Several months later, when Jorge had secured his Cayman, he had taken to leaving notes on windshields of neat cars, as had I. We began a small group, which we dubbed “Oversteer.” By the following spring, we had almost a dozen members, with multiple BMW M2s, an M4, a C5 Corvette (supercharged—a real monster) two Caymans, a Boxster, two 944s, another 3.2 Carrera, and even a Lotus.

The Oversteer group provided a great venue to share great driving routes, info on when the next open track days were

(Hockenheim, Spa, and others have open day), trade repair and modification tips, tools, lend a hand when needed, and get together for Cars and Coffee and a drive. The 2019 driving season witnessed a couple of trips to Hockenheim, several Black Forest drives, and at least one organized trip to the Nürburgring.

I LOSE MY MIND

I still don't know exactly what came over me. Perhaps it was the summer heat in a car whose A/C did not work—never mind you only need it for six weeks or so a year. Maybe it was the thought of not having airbags on the occasion I had the kids with me on



Enjoying a day on the track with Penny

the Autobahn—never mind that Germans are, with few exceptions, very good drivers. Perhaps it was the car's need for a sixth gear on the highway that bothered me. Maybe it was riding in Jorge's Cayman, with its modern feel.

Maybe it was the confluence of these that had me looking at 997s and 996 Turbos, and posting the 944S in the For Sale pages. Against my better judgment, I plopped for a lightly-optioned 2005 997 in GT Silver riding on H&R Springs and snarling through a Borla Exhaust. The car had spent most of its life in Florida and was advertised to have an upgraded IMS bearing. Having been a warm weather car, and being sold by a Porsche-nut, I struck a very good deal, sight unseen and uninspected. I won't do that again.

In the ensuing 12 months, I did a bunch of overdue maintenance and addressed things that needed attention on a 15-year-old car, but mainly fought an intermittent check engine light for random misfires, which new coils and plugs did not fix. I took the car to the Porsche Center in Böblingen; they at first could not figure it out and advised me to drive it. A few months later it would not start...further inspection via a compression test at the dealer revealed low compression, and a borescope showed the dreaded bore scoring. The extremely helpful service manager put me in touch with an engine builder about an hour southeast of Stuttgart, Car Design Prüfer. A few weeks later, I had a freshly rebuilt 3.6, with a balanced crankshaft, forged, shot-peened connecting rods, Alusil cylinder liners (would have preferred Nikasil, but I was in a pinch), improved IMS bearing, improved oil pump, high-flow water pump, and low-temp thermostat. The wallet was lighter, but I was back in business.

LIFE IN CAR MECCA

So, what is it like to actually live in Stuttgart, the home of Porsche and Daimler? In a word, awesome. Aside from the unrestricted portion of the Autobahn, sharing the road with drivers that believe in lane discipline, and being able to drive world-famous tracks with no real oversight (more on that momentarily), many Germans simply love cars, especially "old timers." In addition to the Mercedes and Porsche Museums, Motor World in Böblingen is a favorite haunt, as it has an ever-changing display of unique cars on consignment, with other spendy, rare cars stored for their owners in plexiglass cubes for showing off.

There are multiple Cars and Coffee opportunities, including one most Saturdays at the Mercedes Museum. Every February,

Stuttgart hosts Retro Classics, one of the largest gatherings of classic and exotic cars (and tractors) and vendors in the world which has six to eight large exhibit halls brimming with classic and new Porsches, Mercedes, Ferraris, Lamborghinis, Jaguars and McLarens, to name a few.

The car scene goes beyond classics here, as Porsche and Daimler test mules are a common site, with the heavily camouflaged Daimler mules particularly common in my area. Last week I saw one with what I swear was a mannequin behind the steering wheel, with an employee riding shotgun. Before the Taycan and 992 were released to the public, they also frequented the streets.

TRACK DAYS

Despite claims from some segments of American society about the political persuasions of some European countries, Germany is the land of ultimate personal responsibility. Barriers on historic overlooks? Not really. How about a handrail on a treacherous castle ruin? Nope. For *touristenfahrten* (tourist driving) days at the Nürburgring's Nordschleife or Grand Prix track, all one requires is a valid driver's license (which they don't check, as they presume you have one), and a registered vehicle. No tech or helmet inspections, driver meetings, run groups, or certification processes of any sort.

The German government requires a fairly rigorous vehicle inspection every two years; if your car is fit to pass the inspection, it is safe to drive on the ring. In theory the Nordschleife is a one way, two lane-autobahn. If there is an accident, the investigator is not going to care about who had the racing line—if you passed on the right, you are at fault. Slower traffic does a decent job of keeping to the right and yielding the race line as appropriate, with a right turn signal the polite way to indicate to faster traffic you are letting them by. Most drivers on the track are quite experienced, so things typically run smoothly. Even still, given the mix of car types on the track at any given time, it is the equivalent of the green, blue, and black groups running simultaneously, with motorcycles thrown in for good measure. Despite all that, on less crowded days, it is a blissful experience, and at 25 Euro per lap (30 on weekends), it is a bargain compared to most track days in the U.S. The Hockenheimring operates much the same way, but is a much more crowded, stressful experience due to its smaller size.

PCA

Although there is not currently a PCA chapter in Germany, several Oversteer members maintain links to their previous chapters, and would welcome the opportunity to meet with PCA members visiting the Stuttgart area when pandemic subsides. For those choosing factory delivery, we could probably show you a few enjoyable roads. **DV**



PORSCHE CHANTILLY OPENS

PORSCHE MAKES A BIG INVESTMENT IN THE DC REGION

STORY BY SYDNEY BUTLER AND PHOTOS BY SEAN WELLBORN

When Glenn Cowan and I heard that a new Porsche dealer was opening in Chantilly, Virginia, we were instantly curious. With no fewer than five already in the DC area (Annapolis, Silver Spring, Bethesda, Arlington and Tysons), we wondered what more could be offered to local enthusiasts? And Chantilly? Where was that? Despite our questions, we were prepared to be excited as we turned onto Stonecroft Road and looked for the familiar Porsche logo.

What we weren't prepared for was to be astonished.

In front of us was the largest Porsche dealer either of us had ever seen. We are talking HUGE—brand new, ultra modern and HUGE. From front to back along Stonecroft, we were looking at a complex sprawling over at least four acres. We struggled for superlatives.

Once inside we were patiently toured by a proud and well-informed sales professional. We discovered that this Porsche Chantilly—a Penske Automotive Dealership like Porsche Tysons some fifteen miles to the east—is one of the largest in the U.S., comparable to those in West Broward, Florida and Palm Springs, California. When our guide said this dealership is one of Porsche's new "Carrier Series", we got his point.

There are some 400 parking spaces inside and out. The showrooms, on two floors, can display 80 cars. Immense posters of street and racing Porsches adorn the walls adjacent to the ceilings overhead. Roger Penske himself drew styling cues from the Porsche Museum in Zuffenhausen and visited the dealership just before opening day to inspect final details.

And Big is Beautiful, and designed for pure customer satisfaction. The overall design concept is visibility at all times. The second floor customer lounge overlooks an immense service bay where customers can observe their cars

through wall-size glass windows. When customers arrive for service, they enter into a glass enclosed interior service lane, and then check in with service personnel in windowed offices alongside. And final delivery of your new car? That takes place in a special glass booth garage for you and your car alone. Final sales transactions are completed on desk docupads and you leave with a nifty thumb drive.

But why such a massive investment/dealership in Chantilly, Virginia? Because it sits on the edge of Loudoun County, which since 2008 has ranked number one in the U.S. median household income (approximately \$140,000/year). It's within a few miles of a major international airport and a high tech industry corridor that holds over 70% of the world's Cloud storage. And its specific address lies in a Mecca of automotive dealerships—Mercedes, Audi, BMW, Nissan, Honda, etc. Roger Penske is nothing if not visionary.

And its objective is cumulative, not competitive. For example, management views the relationship with Porsche Tysons as "two dealerships—one door, one team". And when the dealership gets more established (it opened in January), with its location on the way to the Virginia countryside and Summit Point, it's exciting for PCA Potomac folks to imagine cars and coffees and staging areas for drives and dines.

So let's all count ourselves lucky to have such an impressive new Porsche dealership in our region. Visit Porsche Chantilly as soon as you can, hopefully during some bright spring weather. In these crazy political and pandemic times, we all need something new, gleaming. **DV**



PCA Potomac Sponsor Chair, Bob Simmons,
with Mark Francis from OG Racing



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STORY MIA WALSH PHOTOS BY BOB SIMMONS, GARY BAKER AND DIANE SULLENBERGER

Foiled by the COVID-19 virus once again with restrictions on large group gatherings, our most favorite event of the year, the Volunteer and Sponsor Recognition celebration, was transitioned into a virtual event. The much-loved Maggiano's cocktail and banquet dinner found its way to Zoom on March 16, 2021, with over 175 people in attendance.

PRESIDENT'S AWARDS

The President awarded three special volunteers for their contribution to Potomac.



Lara Peirce: Lara Peirce is no novice when it comes to volunteering. In fact, in 2018, she won the coveted "Enthusiast of the Year" award for her participation and voluntarism for the Autocross and Drivers' Education programs. She has registered for and participated in 138 PCA activities in MotorsportReg since 2014. For 2020, Lara's work as the on-site DE Registrar was taken to a new level. She is recognized for the incredible work developing contactless registration, digital waiver processes and drive-through technical inspection to limit person-to-person contact during our pandemic-era events. These documented procedures were distributed to dozens of PCA regions throughout the nation who wished to replicate the "Potomac Pandemic Protocol". In fact, her instructional videos have been viewed over 500 times on YouTube alone! She is now our official PCA Potomac influencer!



Pat Kaunitz: Pat Kaunitz has been the Club Race Chair for the last 3 years, has served in the past as the Social Chair and volunteers as the Grid Boss for every Drivers' Education event. Equally committed to Potomac like Lara, Pat won the Enthusiast of the Year award in 2014 with her husband, Michael. For 2020, Pat is being recognized for thinking outside the box during the pandemic to host one of PCA National's few Club Race events. Pat centralized all registration and information desk activity to a giant outdoor tent, eliminating any indoor gathering. In lieu of the much-loved happy hours, she had volunteers with golf carts of beer drive to each individual paddock space. Size limits on gatherings changed our popular BBQ into boxed barbecue dinners and lunches, which were distributed in a socially distanced manner thanks to Pat's precise planning. Finally, she worked feverishly to change the format of our charity auction and fundraiser for the Erin Levitas Foundation, raising a record \$38,000 for this organization. Pat then took these successes and submitted the 2020 Public Service Award application for PCA National, whose winner will be announced at Parade 2021 in French Lick. Fingers crossed!



Alan French: Alan French has only been member of PCA Potomac since late 2016. In that short time, he has participated in over 40 activities with PCA Potomac and serves as the Vice Chair for Drive and Dine. In 2020, his contributions to Potomac included being the Tour Liaison for Treffen at the Greenbrier, making multiple trips to design and document 2 of the 6 tours offered. As Vice Chair for Drive and Dine, he worked diligently with hotels and dining venues throughout the pandemic, making last-minute adjustments as regulations in each state changed, successfully holding five overnight trips as well as many virtual happy hours. He handled the waivers, contactless registration, and distribution of all materials. Using his extensive knowledge of Porsche history and his great love of automobiles, combined with his prolific story-telling ability and flowery writing led him to contributing four articles in *DER VORGÄNGER* in 2019 and a whopping six articles in 2020! His love of communication and writing then inspired him to take on the daunting task of Deputy Editor for the magazine in 2021, with responsibilities including Advertising and publication processes. Alan continues to say "yes" when requests for volunteers are submitted. He is a true Potomac hero.

PCA Potomac is #fueledbyvolunteers and even during 2020 we had 416 unique volunteers, which equates to approximately 16% of our membership. Having this many people as part of the planning, staffing and coordination process of Potomac events gives us a unique perspective about creating new ideas for activities in our region.

President, Diane Sullenberger, led her first official event of 2021 which took hours of planning and coordinating with Secretary, Steve Bobbitt. Raffle prizes were drawn throughout the ceremony to ensure everyone kept their attention piqued, especially if they had a cocktail in hand throughout the event!

Potomac club leadership in all program categories took time to speak individually to honor their special volunteers, whose efforts resulted in 37 in-person events for our region in 2020. Though each volunteer is an integral part of the success we share, several individuals were given awards for going over and above for our club.

ENTHUSIAST OF THE YEAR – KURT LETA



The idea of the Enthusiast of the Year award was conceived of by Tom and Pat Walker in 1990, when Tom was Potomac's President. The concept of the award was to recognize the Potomac Region people who had, in effect, participated in more region events than anyone else during the past year, and had given service to the club for many years. This year's winner, Kurt Leta, epitomizes the concept that the Walkers wanted to recognize.

Since joining Potomac a scant 4 years ago in 2017, Kurt has not only been an avid volunteer but participates in DE and Autocross events across the board, with 28 DE and 20 Autocross events respectively, along with meetings, socials and other activities. While volunteering, one may see Kurt with a smiling (albeit mask-covered) face bright and early at Grid Tech at the track and Tech Inspection sites throughout the year. For the pandemic, he also jumped to the occasion to lead the Temperature Check program enabling Potomac to have instructors and students in the car simultaneously while taking exceptional safety cautions. His role was non-stop while volunteering for the Club Race program in 2020 and he said yes to anything that needed to be

done. In addition, he was invited to extend his voluntarism by joining the Instructor Candidate Program, which will continue through 2021.

While not officially volunteering, Kurt offers his help and guidance with mechanical issues not only in the paddock, but also in the off-season or between events. He even comes to volunteer at Drivers' Education events even when his own car is under maintenance. Everyone loves his low-key and positive attitude and we are thrilled to honor him with this bespoke award!

DRIVERS' EDUCATION INSTRUCTOR OF THE YEAR – JAY SMITH

Each year, the DE Program Chairs select an honored Instructor of the Year. These instructors go over and above the normal volunteer efforts of a "regular" DE instructor. This year's winner, Jay Smith, has been a PCA member since 2015 and followed quickly thereafter becoming an instructor in the DE program in 2018. Jay accelerated through the DE program and his innate knowledge of driving on-track is shared with his students, who often refer to Jay as the best instructor they have ever had. Jay continually answers the call by saying "yes" when asked to help the Chief Instructors and for that, as well as the continuous positive ratings by his students, enabled him to win this selective DE award for 2020.

SPECIAL RECOGNITION AWARD – DIRK DEKKER

Throughout the 65 years of PCA Potomac's history, five people have received a Special Recognition Award for their participation in events and volunteering for the club's benefit. This year, Dirk Dekker received this special award. Dirk, who joined PCA in 1995, has served most recently as the club's Chief Instructor and the Drivers' Education Chair; as well as the Club Race chair in 1999, 2000, 2001, and 2006. Over the years, his activities in Potomac have earned him the 2003 Enthusiast of the Year Award and the 2012 President's Award. We are honored that Dirk continues to devote his time and skill set to PCA Potomac, ensuring our future success for years to come.

Recognizing our volunteers is important as we have submitted our application to PCA National for the Region of the Year. We were leaders across the nation in 2020 for planning events with COVID-19 safety and distancing protocols. With an enormous amount of flexibility, implementation of safety precautions, purchase of PPE and adjustments of processes, we were able to hold events in every single program category. The number of volunteer hours required to enable these activities to be held was mind-boggling and the creativity for thinking outside of the box on these adjustments was nothing short of spectacular. Thank you to each and every PCA Potomac volunteer for their hard work in 2020!

2020 PCA POTOMAC SPONSORS

While we miss the opportunity to socialize with our Sponsors at the Maggiano's Volunteer and Sponsor Banquet, our Sponsor Chair, Bob Simmons, along with Gary Baker hand-delivered many of the Sponsor Plaques to our supporters this year. Without our sponsors, the **DER VORGÄNGER** magazine wouldn't be printed. Without our sponsors, our Club Race program would be ONLY about the cars, and not the people. Without our sponsors, the Potomac organization would be unable to host the 100+ events each year for our members. Please review our 2020 Sponsors in the list on the following page and be sure to patronize their businesses and THANK THEM FOR SUPPORTING OUR CLUB.

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DER THRONFOLGER

IT'S NOT EASY BEING GREEN

STORY BY GLENN N. HAVINOVSKI

"DER VORGÄNGER" in German means "the predecessor", a suitable magazine name for a PCA region referred to as Potomac, the Founders' Region. But what about our future, where the flat-6 and flat-4 sounds of our sports cars and the grunts of Porsche sedans and SUVs are accompanied by newer, less analog, exhaustless vehicles?

Many may choose the \$500 "Porsche Electric Sport Sound" option that "enhances the vehicle's own sound and makes it sound even more emotional", as breathlessly promised by the Porsche online configurator. Many of these newer Porsche variants may self-park, arrive out of nowhere when summoned and even drive themselves without you physically exercising their superior acceleration, steering and braking capabilities. Can you imagine those driverless Taycan Turbo GT5 RSRs streaming around the Nürburgring being chased by Shelby Mustang Mach-E's? Neither can I.

I call this column **Der Thronfolger**, which is the diametric opposite of **DER VORGÄNGER**. By definition, the column will address the future, from the perspective of a 36-year veteran transportation engineering consultant. Well, I guess someone had to do it. Over the past four decades, I have evolved from designing wire-suspended traffic signals in places like Connecticut, Vermont and yes, Dundalk (great pit barbecue there) to today, helping public agencies plan for the newest applications in Automated, Connected, Electrified and Shared mobility (as usual there is an acronym, this one being ACES).

For today's topic, we'll focus on both electrification and a fuel option that may preserve our current investments—while being greener than electrification. Sacrilege??

ELECTRICITY: GREEN OR NOT?

Ever since Honda, GM and Toyota began marketing the first hybrid gasoline-electric power vehicles (since Ferdinand Porsche first did in 1905), Toyota's Prius has become by far the most successful, and electric power has been deemed the most environmentally-friendly vehicle solution. European

Union transport policies aim toward producing an entirely non-fossil-fuel-powered vehicle fleet by 2035. China is proceeding even more rapidly toward electric vehicles (EVs). Meanwhile, in 2020, Tesla surpassed one million EVs produced, nearly all in the past decade.

Porsche is targeting 50% of its cars produced in 2025 to be electric. The firm introduced its electric Taycan sedan to largely favorable reviews and some 12,000 were delivered in 2020. They recently introduced a sub-\$80,000 rear-wheel-motor version in the U.S., a virtual economy sedan by Porsche standards.

The biggest challenges with EVs are (a) travel range between full charges and (b) availability of rapid recharging locations while on the road. Currently, Tesla's Supercharger network, VW-owned Electrify America, ChargePoint and EVgo provide 90,000 charge points at 28,000 locations across North America, ranging between 50 kW and 350 kW of charging capacity (a 250 kW "fast charger" can provide 250 miles of capacity in 15 to 30 minutes). President Biden is pledging to implement 500,000 charge points by 2030.



From the Congo to your electric car battery: Cobalt mining is largely controlled by China (Photo: ECCJ Secretariat via Mining News)



The cheapest Taycan you can buy (Photo from Porsche.com Configurator)

Taycan owners receive three years of unlimited 30-minute charge sessions at Electrify America locations.

While we are starting to see Ford Mustang-branded electric SUVs, Audi eTrons, VW ID.4, Rivian light trucks and other EV products, the general challenge will be to provide vehicles with a minimum 300-mile range as well as the ability to fully charge a vehicle in 30 minutes or less at locations at least as accessible as current gasoline service stations.

Even if all this is achieved, are EVs really that clean and green? The raw materials that go into Lithium-ion batteries include various combinations of lithium, cobalt, nickel, manganese, aluminum, and other materials that must be mined, extracted and/or extruded. Per Automotive World, Lithium mining in Chile, the world's largest supplier, has contributed to soil contamination. Cobalt in particular is difficult to find and expensive to extract. In the Democratic Republic of Congo, mines mainly backed by China produce 60% of the world's cobalt, reportedly using child labor. A smaller amount of cobalt is produced in Canada. China controls much of the battery supply chain as well.

Meanwhile, per the U.S. Energy Information Administration, the electric grid supporting EV charging still relies 62.6% on coal- or fossil fuel-based power plants and 19.6% on nuclear power, with only 7% on hydroelectric and less than 8.8% from wind or solar energy, though the balance will likely shift with time.

E-FUELING THE PORSCHE LEGACY?

So, if electric vehicles largely depend, either directly or indirectly, on cobalt mining and fossil fuels, are internal combustion engines (ICE) really that horrible? After all, those engines power more than 99.5% of all Porsches on the road today, and the newest ones are now so clean they often emit fewer particulates than are found in the surrounding air. Porsche is still selling every 911 and normally-aspirated GT3 and GT4 that they make. Given that over 70% of all Porsches ever made are still on the road, what will happen, if or when, governments begin ordering the transition of the vehicle fleet away from fossil fuel?

Porsche has been thinking about that as well and is developing a potential solution: synthetic gasoline using renewable resources. For several years, firms such as BMW experimented with hydrogen-powered vehicles and many urban buses

have used hydrogen fuel cells that power electrically driven wheels. In December, Porsche, partnering with Siemens and Exxon Mobil, implemented a pilot project at the southern tip of Chile that will utilize wind energy for an electrolysis process to convert water to its hydrogen and oxygen components. The hydrogen, which combined with filtered carbon dioxide from the atmosphere, will form methanol, which as "e-fuel", could be used for ICE-powered cars, trucks, planes and maritime ships. In other words, your 356, 911, 914/6, 718 Boxster, 928, or Cayman GT4 could live forever.

Porsche would first deploy e-fuel for its racing GT3 Cup vehicles as well as cars at Porsche Experience Centers, as per the Los Angeles Times. The e-fuel can be dispensed at ordinary gasoline pumps, though the price would command a premium, at least until there is a means for greater production that matches market demand. The end result would be, as per Porsche Motorsport VP Frank Walliser, ICE-powered cars with emissions as clean as EVs. The timing of his remarks was appropriate, coming at the debut of the new 992-based GT3.

If it is so easy to do this, why hasn't there been a pronounced move away from fossil fuels? (Hint: capitalism and geopolitics.) Nevertheless, per cnet.com, Porsche will trial 34,000 gallons of e-gas in 2022, and if successful, 145 million gallons could be produced by 2026. Maybe there's life left for the old boxer engines yet, even as Porsche begins producing more electric vehicles for mass production. So, don't fret just yet. **DV**



Wind-powered hydrogen plant in Chile being used for development of Porsche e-Fuel (Photo: Enel Green Power)

**FEBRUARY
2021**



New Potomacans

OSCAR ARAYA

2017 911 Carrera S Coupe
from Vienna

AARON AULABAUGH

1999 911 Carrera
from Needmore
transfer from Palmetto

ROBERT BRASWELL

2013 911 Carrera Coupe
from Bowie

KEN BROWN

2014 911 Carrera Coupe
from Alexandria

JAMES DAY

1992 911 Carrera 2
from Arlington

JOHN DUNNOCK

2003 911 Carrera Coupe
from Hanover

ERIC ERICKSON

2020 Macan S
from Bluemont

FLAVIO GUIMARAES

2012 911 Turbo S Cabriolet
from Washington

JERMAINE HARRIS

2006 911 Carrera S
from Lorton

TOM HUNT

2018 911 GT3
from McLean

VISHAL KHATRI

2020 718 Cayman GT4
from Oakton

ROBERT MORDKIN

2020 911 Carrera S Coupe
from Bethesda

ANDREW MOYLAN

1971 914
from Arlington

ERIC PURCELL

2019 718 Boxster
from Washington

TED RABUSSEAU

1984 944
from Staunton

LANCE RANSOM

2016 Cayman GT4
from Great Falls
transfer from Hill Country

AMBY RUFINO

1997 911 Targa
from Washington

HARRY SEARS

1976 911S
from Falls Church
transfer from First Settlers

RICK THORNLEY

2017 911 Carrera S
from Gaithersburg

BRIAN TOALSON

2012 911 Carrera Coupe
from Herndon

LUIS VELASQUEZ

2014 Cayman S
from Stafford

DARRYL WALLACE

1999 911 Carrera Coupe
from Washington

BROOK WRIGHT

1987 944
from Springfield

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Highlights from the first events of 2021



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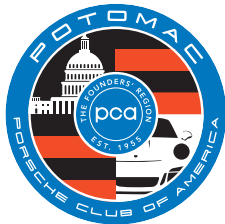
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DER VORGÄNGER

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.

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Character vs. Quality

In a recent story about my new 718 Spyder, I noted that it was almost too good for the street. You might be thinking, is he crazy, how could anything be too good for the street? Well, if you're an old school air-cooled Porsche enthusiast or owner, you likely know exactly what I mean. In the search for marketing progress, where words like "new" and "improved" go a long way in selling new products, one can actually go so far as to engineer the character out of a car.

For example, for those of you who have driven an old 911, a new 911 is a completely different feeling animal. One can hardly tell a new 911 has a rear positioned engine. Develop the engine package itself, make the car bigger, add traction and stability control, maybe throw in some rear wheel steering for good measure, and the tail-wagging character of an old air-cooled 911 largely disappears. No need to throttle steer it or worry about it swapping ends, just go for it.

Or then turbocharge that old time-machine. Step on the throttle and it falls on its face, until it doesn't, then it goes like hell. More lag than a broken stopwatch. But now that you're going like hell you get to deal with that previously mentioned tail-wagging behavior. But hop in a new 911 and where did that turbo lag go? Just perfect fueling and bullet fast pick up. You get my point? What you have now is driving perfection. So much so that any civil-minded driver can pilot a GT2Rs to the grocery store.

There was a time when Porsches really had a very different driving character than a BMW; both were different than an Alpha or a Lotus; all of them were different than Corvette or Ferrari, and so on. Character had a lot to do with not only engine placement but the country of origin. Some character traits could be considered flaws or fun. Some talented drivers could also use those flaws to their advantage. Cars today are just consistently good. Think about it, likely every performance car you know today uses Brembo brakes. Not the case years ago.

I've been a motorcyclist almost fifty years. In that time, I've owned a bunch of them from torquey two-stroke smokers, to track bikes that redline at 16,000 rpm, and just about everything in between. I currently have two. The first is a

FUEL FOR THOUGHT

BY TOM NEEL

2020 Ducati Scrambler, 800cc V-twin making 73hp and weighing in at 410 pounds. The second is a 2021 Janus Halcyon made by a boutique manufacturer in Indiana, that builds circa 1920s style motorcycles by hand. The Halcyon has a 228cc single that makes a whopping 14hp, but tips the scales at just 267 pounds. It's a feather. The only thing these two motorcycles really have in common is both have air-cooled engines and similar prices. They could not be more different to ride. I forgot to mention the Janus is also a hardtail, meaning it has no rear suspension, just two springs on its single seat like an old bicycle.

The net comparison of these two would be about the same as that of a 356 and a late model air-cooled 911S. Both are fun to ride, but the Janus delivers an amazing feel of speed when you're only going 60mph. Where the Ducati finds speed effortless, the Janus requires me to think more, to understand its lack of horsepower, to revel in it being part of its shining character. It was delivered to me on January 23rd and a week later I had put 500 miles on it. 18 days later I had covered 1,000 miles of smiles. The little thing is just intoxicating. That's what character gives you. A connection, a need to understand how to extract everything you can from it. That is impossible to do on the street with the Spyder without surrendering my license in short order.

So, does this mean improvements aren't a good thing or valid? Certainly not. The Spyder is superb. It offers a great deal of performance, driving confidence, beautiful aesthetics, top notch fit and finish, and it's dependable. But it also allows me to realize there is most certainly a place for both types of vehicles in my garage and keeps me respectful of those who own older Porsches. It beckons me to say that as PCA members we should seek out each other to share the driving experiences and characteristics of the different Porsches we enjoy. After all, aren't we all just a bunch of fun-loving characters too? **DV**



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