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PUBLISHER

Glenn Cowan
7600 Wisconsin Avenue, Suite 1010
Bethesda, MD 20814
dvpublisher@pcapotomac.org

CO-EDITORS

Glenn Cowan
Alan French
dveditor@pcapotomac.org

PHOTO & COPY EDITOR

Mia Walsh

DESIGN TEAM

Kyra D'Amato, Kelsy Hill, Truc Phan
dvdesigner@pcapotomac.org

CONTRIBUTING WRITERS

Alan French, Glenn Havinoviski

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Taycan at the Black Flag Brewery, MD.

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Hoping Punxsutawney Phil is Right



Alan French
Co-Editor

On February 2nd, Philip ventured out of his velvet lined hovel, saw his shadow, and declared six more weeks of winter cold in store. I hope he's right - six is better than sixty!

I had a vision of 2022 that featured Sarah and me driving the hills in a new (to us) 997.2, under blue skies, meandering with friends through quaint towns with stores that no longer required masks, no vitriolic political signs adorning front yards, and folks going happily about their lives, free of torment and tragedy. For me, a year in which I can get back to the old country to visit family and friends without restrictions. When our ship comes in, I thought..

I have no doubt that a similar hope and excitement existed for the 1,100, who waited for the Felicity Ace to ferry their long-awaited Porsche across the Atlantic. But customer dreams went up in flames, the pride of assembly technicians sunk, and insurance executives

melted into the wake. While the loss of these cars makes me wince, it's worth noting that 1,100 cars is around 1.5% of annual sales in the US in 2021.

We received the sad news of the passing of Richard Curtis, a valued and much admired Potomac member, and influential Editor of **DER VORGÄNGER**. I'm sure we all wish to send our sincere condolences to his family and friends. Read more of Richard's DV legacy on page 24.

Then war in Europe sent shockwaves around our precious blue marble, fuelling gas price volatility and interest rate rises. As supply chain shortages start to disrupt production, the continued inflation of new and used Porsche values seems inevitable. 2022 it seems, will not be free of torment and tragedy after all.

When held captive by circumstances, like a pandemic, we learn to press on the pedals of things within our control and

celebrate the smaller, but important gains in life. Some folks may not get their new Porsche this year, but we still have a lot to look forward to, with an amazing program of events in which to participate. Are we so inconsolable? Nooooo!

In this issue of DV, we look backwards in time with an interesting article from our Historians, Fred and George, and we revisit celebrations from the Volunteer and Sponsor Awards Dinner. In the present, Bill Calcagno shares the latest progress on the build of his new race car. Looking forward, John Klish introduces the plan for the 38th Deutsche Marke Concours on May 1st. We also have some insights from Edwin Pardue, Director of Motorsports at our home track, Summit Point Motorsports Park, WV.

Spring is coming in time for our Potomac events. Phil said so! So, let's try to turn doom and gloom into boom and vroom this season. DV

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If you're a Potomac member who knows all about our region's activities (see www.pcapotomac.org), maybe you've met some fine folks at our monthly brunches, gone on delightful Drive and Dines, admired the cars at Concours, heard our program chairs promote upcoming events at board meetings and social gatherings, or registered for Parade in the Poconos. Maybe you've even tried Autocross, Drivers' Education, and Club Race. But do you know about other PCA events open to you?! Check out just a few below. Look for details at www.pca.org/events. Hat tip to the Chesapeake Region and President Ron Farb for inviting Potomac to their Zoom in February for a sneak peek at these offerings.

Boardwalk Reunion: PCA Zones 1 and 2 invite you to "Porsches on the boardwalk" at Ocean City, NJ, on October 15.

PCA National Open House: PCA National will welcome you to their

Columbia, MD, office with food, live music, tours, and Porsches on display (date to come).

PorschePlatz: Your PCA membership card or Porsche key give you access to a hospitality tent and a Porsches-only car corral at most IMSA Championship series races. Presentations, special drawings, and Porsche team garage/paddock tours are often offered.

SIM Racing: PCA hosts many sim racing leagues each year. Most races are broadcast live on YouTube with professional commentators.

Tech Tactics: Features presentations by Porsche experts and previews of Porsche's newest models. Tech Tactics East is in Easton, PA, on a Saturday and Sunday in late February or early March, at Porsche Cars North America's parts warehouse and training facility. Tech Tactics West is after the LA International Auto

Show at Porsche's training facility in Eastvale, CA.

Treffen: "To meet," occurs twice a year at spectacular locations and resorts in North America and features guided driving tours across four days. April 27–May 1 at the Broadmoor in Colorado Springs, CO; September 14–18 at Sunriver Resort in Bend, OR.

ÜnStock: A fresh new event that highlights PCA members' modified Porsches and features amazing cars, food, raffle prizes, and more (date to come)!

Werks Reunion: An epic judged car show (without Concours rules) offered twice a year. March 4 in Amelia Island, FL; August 19 in Monterey, CA.

PCA truly has something for everyone, and with 146,000+ members across 147 regions in the United States and Canada, there is something out there just for you.

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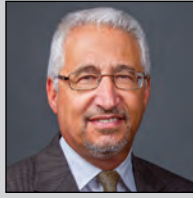
EXECUTIVE BOARD



PRESIDENT
Diane Sullenberger
president@pcapotomac.org



VICE PRESIDENT
Steve Bobbitt
vicepresident@pcapotomac.org



TREASURER
Stephen Kiraly
treasurer@pcapotomac.org



SECRETARY
Ed Hahn
secretary@pcapotomac.org



PAST PRESIDENT
Mia Walsh
pastpresident@pcapotomac.org

PROGRAM LEADERSHIP & VOLUNTEERS

AUTOCROSS
Jeff Braun & Bill Conley
autocross@pcapotomac.org

COMMUNITY SERVICE
Pat Kaunitz & Don Keppler
communityservice@pcapotomac.org

CONCOURS
Gary Sidell & John Klish
concours@pcapotomac.org

DRIVE & DINE
Glenn Havinoviski & Larry Finkel
driveanddine@pcapotomac.org

CLUB RACE
Donna Amico & Henrik Ojikutu
clubrace@pcapotomac.org

Teen Driving School
Bill Dooley
streetsurvival@pcapotomac.org

DRIVERS' EDUCATION

Chairs
Bob Mulligan & Susan Kimmitt
dechair@pcapotomac.org

Instructor Development
Jay Smith
jaysmith@pcapotomac.org

Registrars
David Evans, Henrik Ojikutu,
& Joceyln Lasher
deregistrar@pcapotomac.org

Track Registrar
Lara Peirce
trackregistrar@pcapotomac.org

Cashier
Roger McLeod, Jr.
decashier@pcapotomac.org

New Driver Ambassador
Michael Kaunitz & Jim Musgrave
driverambassador@pcapotomac.org

Tech Inspection
David DiQuollo, Daniel Salisbury
& John Vrankovich
tech@pcapotomac.org

Track Stewards
Tim Kearns, Steve Vetter
& Stephen Kiraly
tracksteward@pcapotomac.org

Chief instructors
Steve Wilson, Don Mattran,
Sean Reiche & Brian Walsh
chiefinstructor@pcapotomac.org

PorscheFest Coordinator
Michael Kaunitz
mkaunitz@pcapotomac.org

Track Coordinator
Jay Smith
trackrentals@pcapotomac.org

Women's HPDC
Colleen Reiche
colleen.reiche@pcapotomac.org

HISTORIANS
George Whitmore
& Fred Phelps
historian@pcapotomac.org

MEMBERSHIP
Colleen Reiche
membership@pcapotomac.org

SOCIAL
Beth White
social@pcapotomac.org

VOLUNTEER COORDINATOR
Ed Strawderman
volunteer@pcapotomac.org

LEGAL OFFICER
Gary Sidell
legal@pcapotomac.org

RALLY
Roland Pinto
rally@pcapotomac.org

SOCIAL MEDIA COORDINATOR
Bill Schwinn
socialmedia@pcapotomac.org

WEBMASTERS
Ron Flax & Ken Harwood
webmaster@pcapotomac.org

SAFETY
Dirk Dekker
safety@pcapotomac.org

SPONSORSHIPS
Bob Simmons
sponsor@pcapotomac.org

DER VORGÄNGER

Co-Editors
Glenn Cowan & Alan French
dvpublisher@pcapotomac.org

Advertising
Alan French
advertising@pcapotomac.org

Photo & Copy Editor
Mia Walsh
mia@pcapotomac.org

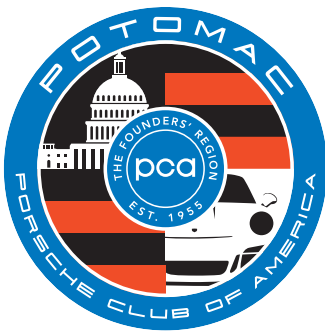
Design
Kyra D'Amato, Kelsy Hill
& Truc Phan
dvdesigner@pcapotomac.org

ZONE 2 REP

Phil Grandfield
zone2rep@pcapotomac.org

NATIONAL SAFETY

Dan Dazzo
safety@pca.org



2022 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



2
Tech for VIR Drivers' Education
AutoTherapy, Gaithersburg, MD



9
Early Spring Drive & Dine
Griffin Tavern, Flint Hill, VA



15-17
New VIR Drivers' Education
VIRginia International Raceway,
Alton, VA



23
Autocross School
Summit Point-Washington, WV



24
Autocross #1
Summit Point-Washington, WV



30
Tech for WGI Drivers' Education
GT Peace Automotive, Chantilly, VA

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MAY



1
38th Deutsche Marque Concours
Occoquan Regional Park, VA



7
Autocross #2
Summit Point-Washington, WV



13-14
WGI Drivers' Education
Watkins Glen, NY



14
Spring Drive & Dine
Hunter's Head Tavern, VA

Food Bank Drive @ Drive & Dine Event



22
Tech for Shenandoah Drivers' Education
Matt Curry's Craftsman Auto Care
Merrifield, VA

CLUB Announcements

CONGRATULATIONS!

Jonathan & Parker Kinberg on 60 years of membership. We thank you for your continued interest and support.

THANK YOU SPONSORS

Thanks to our sponsors and advertisers in 2021, and for your continued support in 2022.

AWARD WINNERS

Congratulations to our 2021 award winning members and volunteers. See more on pg.10.

MEETING SPACE REQUIRED

If you have a space which accommodates 50-80 people for the May or December meetings, please contact exec@pcapotomac.org.

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

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First Saturday of each month, 11:30am
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AWARDS NIGHT AT MAGGIANO'S



Cheers to all the Potomac Volunteers & Sponsors!

STORY BY DIANE SULLENBERGER
PHOTOS BY TONY PAGONIS

More than 130 members and sponsors warmly greeted each other at PCA Potomac's premiere winter event, the Volunteer and Sponsor banquet, at Maggiano's in Tysons Corner on February 19, following the virtual celebration last year.

Club leadership extended thanks to the more than 300 people who volunteered their time and expertise to make our activities and programs run smoothly, and to the more than 60 sponsors who provided the financial resources to take us to the next level. Chairs of Autocross, Club Race, and the Drivers' Education (DE) programs proudly presented their program awards. Notably, **Chris Manzuranis** was given a **Certificate of Appreciation** for serving as DE registrar for a whopping 9 years and for managing what must be a million emails!

Although many members volunteer with exceptional dedication and enthusiasm, we recognized a few who went above and beyond the call of duty in their service to the club last year, through the President's and Region Awards.



2021 Autocross Season Award Winners



PCA Potomac President, Diane Sullenberger, and Vice-President, Steve Bobbitt thank our 2021 Sponsors



Glenn Havinoviski thanks Drive & Dine Volunteers

PRESIDENT'S AWARDS

Four distinguished volunteers were honored with **President's Awards** for the depth of their contributions to Potomac.



Larry Finkel

Larry joined PCA in 2018 and has shown tremendous enthusiasm for club activities and is very curious and eager to learn and to volunteer. He has a keen eye for scenic, twisty, and lesser-known roads, as well as unique towns full of history and of interest to car and travel buffs. He stepped forward last year to support multiple Drive and Dine events, negotiating hotel and destination arrangements and designing and organizing new events. He has helped coordinate events with other regions and found some new and unique destinations. He loves touring with his wife, Beth, and became Drive and Dine co-chair in 2021.



Colleen Reiche

Colleen just celebrated her 4th anniversary as a Potomac member, although she had participated in Potomac events for a few years prior. A popular instructor, Colleen is a role model for our DE Program, and was part of the team that did an outstanding job dramatically improving the DE classroom experience. By leveraging her scientific and technical training, as well as her teaching experience, she has provided interactive, engaging, and creative instruction and exercises, which set the bar high for Potomac and for PCA overall. She has volunteered as Club Race Grid Marshal and last year became a Club Racer herself. She also led our inaugural Women's HPDC and has taken the reins as our new membership chair.



Gary Sidell

Gary has been a member for more than 7 years and contributes to the club in many essential ways. He can always be counted on to volunteer his time, and his vintage Porsche, for club-related activities. He provided me with a lot of sage advice as a new president. He takes his review of club documents and other materials quite seriously, as he does his work to uphold the reputation of Potomac and PCA. He has volunteered for Concours over the years and last year agreed to take over as chair, which requires skillful negotiation. He has a keen eye for detail and a deep understanding of automotive and Porsche history.



John Vrankovich

John, known to most as "Vranko," has been a PCA member for 12.5 years. He has had many leadership roles—instructing, training, teaching, and attending committee meetings for both Autocross and DE—and helps out at social events, Open Board meetings, Tire Rack Street Survival, and more. He has participated in a staggering 180 PCA events, including 51 Potomac Autocrosses, since we began using MSR in 2013! A decorated and sought-after instructor, he has instructed at 87 DEs. As a Tech Chief for 8+ years, he always finds time to help others with their cars. He has a vast technical knowledge that he freely shares with others—on the grid, in the paddock, in the shop—or as crew for Potomac racers.

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ENTHUSIAST OF THE YEAR: Lou Bartolo

Tom and Pat Walker conceived the idea of the Enthusiast of the Year in 1990, when Tom was Potomac's President. The award recognizes Potomac Region members who have participated in and volunteered for a wide variety of region events.

This year's winner, Lou Bartolo, has packed a lot into just 2.5 years of membership. In the past year alone, Lou has participated in diverse activities, including Autocross, Drive and Dine, Open Board Meetings, PorscheFest dinner, the Fall Picnic, the Holiday Party, Charity events, and Club Race. He is a knowledgeable ambassador for the club and explains to new members what different activities involve, how much fun they are, and how to get started. He is always thinking about other people and how he can help out, whether he's working grid at Club Race or helping fund our activities as a sponsor. He has also represented Potomac at the Porsche Boardwalk Reunion, and is a self-described "Porsche enthusiast by DAY and NIGHT!"



FOUNDERS' AWARD: Mia Walsh

The Potomac's Founders' Award is bestowed upon those whose service is of exceptional distinction, and has been given just four times: in 2016 to Dan Dazzo, in 2014 to Tuffy Von Briesen, and in 2010 to Richard Curtis and Starla Phelps. This year's winner, Mia Walsh, is honored for her unwavering support not only on behalf of our Region, but on behalf of Zone 2 and PCA National. Mia is recognized for her incomparable efforts exemplifying the spirit and guidelines of PCA since the moment she joined the club in 2008. As a leader, volunteer, instructor, driver, and racer, Mia carries on the legacy of dedication to the Porsche brand and to her fellow Porsche enthusiasts. She has participated in every activity that Potomac offers, and her articles, photographs, and videos are the pride of PCA. She was instrumental in developing the nationally sought-after Potomac pandemic protocol to safely support club events during the pandemic. She has helped run National events such as Treffen and does everything with the warm smile and boundless enthusiasm that are her trademark.



INSTRUCTOR OF THE YEAR: Colleen Reiche

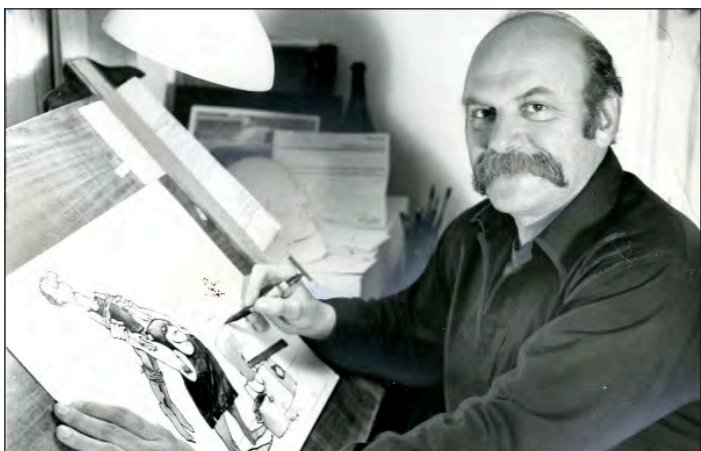
Each year, the DE Program Chairs and Chief Instructors honor an Instructor of the Year, who goes beyond the efforts of a "regular" DE instructor. This year's winner, Colleen Reiche, was honored for creating bonds with the club, especially under difficult circumstances, and for communicating with all levels of people. Colleen became a PCA member as well as a DE instructor in 2018 and is acclaimed by her students and fellow instructors for her exceptional patience, clear and direct instructions, encouragement, and ability to relay technical concepts simply and concisely.



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Howard

Do

STORY BY GEORGE WHITMORE, POTOMAC HISTORIAN

PHOTOS BY GEORGE WHITMORE & PCA ARCHIVES

In case you missed it, Howard, "Shoe" Shoemaker passed away on January 18, 2017. He was 85. He lived in Nebraska. Who was he and why was he important to the Porsche Club of America (PCA) Potomac Region?

Mr. Shoemaker was a 1959 member of PCA and the 1969 and 1970 President of the Great Plains Region. He worked for an advertising agency prior to becoming a full time cartoonist. He was a long-time contributor to Road and Track. His illustrations appeared in several issues of Christophorus, the Porsche factory magazine; PCA Panorama and Playboy. He designed one of the early membership applications. In 1964, Mr. Shoemaker created a book of Porsche cartoons.

Well, Fred and George think a lot about him. About 2 years ago and always on the hunt for Potomac artifacts, they noticed an item on a popular auction website offering a piece of artwork by Mr. Shoemaker. It was a special piece of artwork: a poster commemorating the October 1971 Porsche Club of America National Board meeting held in Omaha, Nebraska. It featured a one-off Porsche model 911M, which was specifically designed to operate in the Great Plains Region. Among the 12 Board Meeting attendees was our Joe Berger, the 1968 Region President and the first

National Representative to Zone 2 [sic, Zone Representative] when that national position was created.



Shoe created many illustrations for PCA Panorama



Joe Berger, 1968 Potomac Region President

the source of our original PCA badge, first available in July 1956, from the 1992 estate of PCA Charter member CVS Roosevelt (yes, Teddy's grandson) and the 1971 Leroy Spanjol Memorial Award, now called The Porsche Family of the Year award, from Joe Berger's estate, in 2009.

However, when Fred and I noticed the auction's Porsche 911M artwork and that Joe Berger had been one of the recipients, we contacted Joe Berger's daughter to see if this item had inadvertently been left out from the items Potomac Region had received from the estate in 2009. Mrs. Robinson said she did not remember seeing this artwork when they were sorting through the Porsche items, but she would look again. No luck.

This is an item that Potomac should have in their archives, so we contacted Bob Rassa from Chesapeake Region. At the time of the Omaha Board Meeting, Mr. Rassa was PCA's Membership chair and has also served as PCA's legislative liaison and Panorama contributor among a great deal of other unsung hero things he has done for PCA. We asked if he had a copy of the Shoemaker artwork that we could reproduce for our



A cartoon from the Porsche Cartoon book created by Shoe

The artwork was notable, as well as the hefty price tag associated with it. Because your archivists do not receive club money to purchase items of historical significance to Potomac Region, with our regret this item found another home. Generally, for the artifact collection your historians rely on what they save from events they attend or items the program chairs or other members remember to give them. Also, items they purchased for themselves may later be donated to the region archives. Most importantly, donations come from longtime members or their estates. This was

“Shoe” Shoemaker

Dec. 15, 1931 – January 28, 2017



archives. Since he also attended, we thought that if we could not have an original, at least we would have a copy to show Potomacans what is available to help appreciate our history. Unfortunately, this effort was unsuccessful.

Well, time goes by and one day found us sorting through some materials recently

Shoemaker's Parody - not to be taken seriously received from the estate of Bob and Phoebe Harper. [Remember those wonderful rallies, picnics and wine tours that ended at their Naked Mountain Vineyard?] So, we came across a sealed envelope with “Berger” faintly written on it. Because it's priority information only available to sorceress archivists, we won't describe exactly how this was accomplished, but eventually the



An original PCA Badge in our archives



The Leroy Spanjol Memorial Award, now called The Porsche Family of the Year award

envelope was opened. To our surprise before us was Joe Berger's copy of the wonderful piece of artwork by Mr. Shoemaker. At last, it had found its way into the Potomac Region Archives. If you are interested you can read about the presentation in the December 1971 issue of Panorama. Of course, this copy is part of the complete run of Panorama that is in the Potomac archives. Mr. Roosevelt had passed his collection from the first issue to Joe Berger in the mid 1970's and Joe Berger passed this and his collection to the archivist in 2004. And now you also know the lineage and chain of custody of Potomac's Panorama collection.

So now you know the story of the 911M (Moo) which by the way is available in Heifer model too. DV

38TH DEUTSCHE MARQUE CONCOURS

MAY 1ST 2022 - OCCOQUAN REGIONAL PARK



STORY BY JOHN KLISH

PHOTOS BY SUSAN KLISH

It is time again to spend countless hours bonding with your Porsche in anticipation of winning the top prize at the Deutsche Marque Concours d'Elegance. Dig out your vast supplies of cleaning and polishing items, microfiber towels, toothbrushes, and dental instruments. Tell your friends you will be out of touch for a few days and stock up on your favorite beverage. This much anticipated event will be held on Sunday, May 1st 2022 at Occoquan Regional Park, 9751 Ox Road, Lorton, VA 22079. The rain date is Sunday, May 15th. You will be able to compete for awards or simply display your Porsche for others to see. By the time you read this, registration should be open, and it will close on April 20th. You must pre-register at the motorsportreg.com website as there will be no onsite registration. More information will be available in the weekly PCA Potomac e-newsletter, and at dmconcours.com, which is the event's official website. As usual, spectators are always welcome, attend at no cost, and do not have to register.

This is the 38th consecutive Deutsche Marque, a meeting of PCA's Potomac Region, the Greater Washington Section of the Mercedes-Benz Club of America, and the National Capital Chapter of the BMW Car Club of America. Porsche, Mercedes, and BMW owners and aficionados make space on their calendars every year to participate. Here is a bit of history thanks to former Potomac Region Concours Chair, Ron Davis. "This great tradition, which began on the grounds of the German Embassy in 1983, was originally limited to 45 cars – 15 from each marque. Moreover, the wine and cheese reception hosted by the German Ambassador was limited to 50 participants. In subsequent years, the rules gradually changed due to the event's

popularity and the Embassy's limited space." Because of that, the event was then held at locations that could accommodate more cars and people. Previous venues included Woodlawn, which is near Mount Vernon, and Nottoway Park in Vienna, VA.

The entry fee for the concours is \$40 per judged car or \$15 to display a car. Registration includes one wine and cheese awards reception ticket. Additional wine and cheese awards reception tickets are available at \$15 each. Judged Porsches will be scored based on cleanliness of the exterior, interior, engine, and trunk compartments, as well as the owner's history with the car and its overall impact. Judges will be looking at everything visible to the eye and not under the car or in wheel wells. Class awards will be given for 1st, 2nd and 3rd places. Five Grand Awards, listed below, will also be given. The Best of Marque Award will be given to the top scoring Porsche on the show field. This winner will then compete against the Mercedes Benz and BMW awardees for The Spirit of the Deutsche Marque Concours Award – the top honor.

As always, the Concours Committee is looking for volunteers to help sign-in entrants and direct them to their places on the concours field. Also, those who have judging experience and those who have participated in concours events and are willing to learn how to judge, and preferably who have won awards in their class, are always needed. Novice judges are put on teams with more experience. Please email Gary, Concours Chair, and Dr. John, Vice Chair, at concours@pcapotomac.org if you are interested. **DV**

SCHEDULE

8:30 AM

Field opens to show participants for placement onto the field

9:00 AM

General Admission begins

10:00 AM

All cars whose owners wish them to be judged must be registered, and cars placed on the field. If you would like to be judged, PLEASE have your car on the field Not Later Than 10:00 AM. We do our best to judge everyone consistently and fairly and can do this best if we have sufficient time. Thank you!

10:30 AM

Judging begins

2:30 - 3:00 PM

After the judging is completed, scores are tallied, and winners are determined, we will announce the winners at the wine and cheese reception

3:00 PM

Awards for all clubs are presented at the Wine and Cheese Reception

AWARDS

THE SPIRIT OF THE DEUTSCHE MARQUE CONCOURS AWARD

Chosen by the Porsche, BMW and Mercedes Club Chairmen from the three Best of Marque winners. Given to the top German Automobile that best exemplifies the spirit of the Deutsche Marque Concours

GRAND AWARDS

Best of Marque Award, Chairman's Award, Most Significant Porsche Award, Best Design Award, and People's Choice Award

CLASS AWARDS

1. 356 (All Years)
2. Early Air-cooled 911, 912 (1964 to 1976)
3. 914
4. Mid Air-cooled 911 (1977-89)
5. Late Air-cooled 911 (1990-1998)
6. Modern 911 (1999 - 2011)
7. Current 911 (2012 - current)
8. 924, 944, 968, 928
9. Boxster/Cayman
10. Modern Production (Cayenne, Macan, Panamera)
11. Taycan
12. Outlaw Class (For all Porsches noticeably modified from original specifications)



Andrew Klish at the Musée National de l'Automobile in Mulhouse, France at a special Porsche exhibit in 1991.

Porsche No. 1 won't be at the Deutsche Marque this year. Will you?

JUDGES

GARY SIDELL Potomac Porsche Club Concours Chairman

JOHN KLISH Potomac Porsche Club Concours Vice-Chairman

JOHN TRUBAN JR. Head Judge – Past Potomac Concours Chairman

HANK WEIL Past President, Shenandoah Region & PCA Parade Class Winner

ELLEN BECK National DE Trainer, Parade Concours Judge & Co-Chair for Boardwalk Reunion

BOB GUTJAHN PCA National Policy Chair, Co-Chair Boardwalk Reunion & Parade Concours Judge

BARRY DEUEL Potomac Concours Judge and 356/Early 911 Collector

DONNA BRANDT Chesapeake Region Concours Co-Chair, PCA Parade Judge

GEORGE MRAD PCA Potomac Best of Marque Winner 2021 & Collector/Enthusiast

TAREK SHAMOUNKI Potomac Porsche Club Concours Judge and Collector

LEWIS HAUSER Nationally Recognized Restorer of 356's and early 911's

ADRIAN KESSLER Werks Reunion and PCA Potomac Concours Judge

DARRYL NICHOLS Professional Detailer and PCA Potomac Judge





In an exercise of extreme trust in my oldest child, I crawled inside the trunk with a light and a drill and had him close the lid and hold it down while I drilled out from the inside. This made sure the holes for the pins in the trunk lid lined up perfectly with those in the car body. However, it was rough on the claustrophobia and I don't think I would have fit if I weighed an ounce more

BUILDING A SPEC BOXSTER RACE CAR

PART 1 - THE GREAT STRIP™

Story and Photos by Bill Calcagno

Additional Photos by Marcie Calcagno

Thanks to the actions of an errant backmarker in the final few minutes of my last race, I found myself in need of a new race car.

I've been racing in the Spec Boxster class for the last three years. Spec Boxster is a great class for proving (and improving) yourself in racing, since the rules are designed to try to keep the cars more-or-less identical, so winning (theoretically) comes down more to a driver's skill than the depth of their wallet. The class is for 1997-1999 Boxsters with their original 2.5 liter engines and 5-speed transmissions. The rules limit what you can do to the car, which also limits your expenditures.

Once the dust settled from my last race, and I had a chance to evaluate the wreckage, I realized that while

the car could be fixed (what can't, with enough money?), it would far exceed my budget and the patience of my incredibly-tolerant-but-long-suffering wife. Given that, I decided to find another car and build a new race car with bits and pieces from the old one.

So I started looking for an early 986 Boxster as a donor with which to start. I put the word out that I was looking, and also started scouring every for-sale website I could find. I also posted some "wanted" ads on a few car forums. Three weeks later, a guy in Ohio contacted me, saying, "I think I've got a good car for you!" After we talked about the car and the logistics for retrieving it, I ended up buying it and hauled it back to Maryland last October. Mechanically, the car was in really good shape, and has only 67,000 miles. It was almost too good to turn into a

race car, but the repairs it needed made it financially non viable as a street car project — the air conditioning was shot, the suspension was toast, the roof leaked, mice had ruined the carpet and the clutch was going the way of the Dodo. Fortunately, those things are either not needed in a race car or were going to be replaced anyway.

First step was to strip out everything not needed. The Spec Boxster class has a minimum weight limit of 2,650 pounds, with fluids and driver, and every pound over that is just giving away vital performance — there’s an old drag racing rule that every ten pounds removed from a car is equivalent to adding one horsepower to the engine. This means the car has to be as light as possible. Plus, I knew I was going to be adding some weight back into the car in the form of safety equipment, such as a roll cage and fire suppression. So, out it all came: seats, roof, carpeting, radio, speakers, air conditioning, heat, etc.; if it wasn’t needed in a race car, it was gone. In fact, once all the obvious pieces were out, I even opened up the wiring harness and removed the wires for all the pulled components; I probably removed about 15 pounds just in wires. The wire-stripping process actually started during the component-removal phase; each wiring plug was labeled as each part was unplugged, since I knew I’d never remember which plug went to what, when I finally got back to the wiring. Plus, harness-stripping must be done with care, since there are lots of fine wires and it is too easy to butcher something vital when you aren’t paying atten-

tion — you don’t know the meaning of frustration until you have to dig through the harness and the wiring diagrams to find that one wire you should have left alone.

Once the easy stuff was done, it was time to go a little deeper. I gutted the doors, using a grinder and a sawz-all, and then hammer-and-dolly’d the raw sheet metal edge over for both strength and safety. I also mounted the old fiberglass roof on the new car, and then installed AeroCatch hood latches on the front and rear of the car. I suppose I could have left the factory hood latches and release cables, but that just isn’t “racy” and why build a race car if it can’t be “cool” at the same time? Actually, part of the reason for the AeroCatches is my experience with the hood pins on the old car; several times the retaining rings snapped over spontaneously and smacked a fingernail — I’m not letting that happen again.

However, there is a practical limit to the apparent insanity. While I’m planning to do as much work on the car as I can, there are some things I’m leaving to the professionals. In mid-February, I brought the car to TPC Racing for a prophylactic IMS bearing replacement and to have a lightweight flywheel and clutch installed (parts specifically allowed in the rules). Then, at the end of February, I brought the car to Piper Motorsports to have the roll cage installed.

I could have done those things myself, but as mentioned above, there’s a practical limit to what I’m willing to put



Happy days in the Spec Boxster at Summit Point last year (Photo by Etechphoto)



New project on the trailer, getting ready to come to MD from OH for its new life



Installing the front AeroCatch hood latches. I first figured out where I wanted to install the pins — wanted to mount them outside the hood seal so that water would drain instead of accumulate inside frunk when it rains



The front AeroCatch hood latches installed



Door before gutting



Door after gutting — just a bit of weight removed, and a new custom-made interior release handle

myself through. I don't have a lift (the garage ceiling is too low), and it's a lot harder to do things underneath the car while sitting on jackstands. And, even though I've done cages before, it would probably take me close to a year to build the cage, whereas Piper will have it done in two weeks — this working-for-a-living nonsense has an annoying tendency to get in the way of all the things I'd like to do.

People have asked me how I got started working on cars. It all started when I was a teenager. My father gave me his old Beetle for my 16th birthday as my first car. However, I think he did it more because that was cheaper than paying someone to haul away the rusty hulk as scrap. I ended up spending the next two years working part-time as a machinist to make the money to buy the parts to fix the

"During the stripping process, I discovered mice had been living in the center console at some point, as well as \$7.29 in (filthy) coins under the ashtray."



The start of trimming down the wiring harness. Would soon end up looking like the world's worst, bad-hair day



A few wires removed

car. That gift was either a cost-saving measure for my parents, or Dad is an unrecognized genius for finding a way to keep a teenaged boy in a small town from being bored and getting into trouble — however, if you tell him I said that, I will deny it vehemently! But, in the end, it turned out to be a great experience with both working on cars and diving into the deep end head first. Plus, one of the first things I bought after we got a house with a garage was a used Bridgeport J-head milling machine, since it's a truly versatile machine once you know how to use it, and I was continually frustrated by having stuff to make but no access to the necessary equipment. In that vein, I have also accumulated a lathe, several welders and a bunch of tools. As they say, "He who dies with the most toys, wins." I'm not really in contention, but it's not for lack of trying!

When the car comes back from Piper, there will still be a ton of stuff to do. I need to install the suspension, brake parts (hoses, master cylinder, booster, etc.), deep sump, transmission cooler and probably other stuff I've forgotten. Then, when the car is finally fully-assembled, I'll take it back to TPC for an alignment and corner balance. I'm sure this is very optimistic, but I'm hoping to have the car ready for a shake-down DE by the end of April.

The adventure will continue, since I have a ways to go until the car is ready. Watch for the next installment here in **DER VORGÄNGER**.



New electrical cutoff switch installed



The rear AeroCatches took a little longer because I had to make custom brackets for the inside pins. Plus, there was no way I was going to fit inside



The bolt was turned on the lathe to become a custom tool for de-pinning the large connectors in the trunk



Matching rear AeroCatches installed. Couldn't fit them outside the hood seal, so still need to figure out how to seal the trunk from rain



Edwin J. Pardue

Director of Motorsports Operations

Summit Point Motorsports Park / BSR

"Safe, Fun, Learning is Just The Beginning"

STORY & PHOTOS BY ALAN FRENCH

Summit Point Motorsports Park in Jefferson County, WV, is an important destination for our club. The 786-acre complex hosts events for our track-based activities such as Autocross, Club Race and Drivers' Education, and also occasional Concours, Community Service and Drive & Dine activities, all lubricated by social activities in one form or another. It is safe to say that the Summit Point facilities and staffs are a key to delivering our Potomac events program every year.

Attend an event at Summit Point Motorsports Park, and you will at some point be greeted and entertained by Edwin Pardue, the well-dressed, Director of Motorsports Operations. Everybody knows Edwin!

A lifelong resident of the greater Washington DC region, Edwin graduated from George Mason University before embarking on a career in media sales and management. In



Conveyor Belt Tire Wall under construction on the Shenandoah Circuit. The tires are stacked, connected together, then sandwiched between the back wall and a conveyor-belt strip on the track side

his spare time Edwin worked in the motorsports industry in a variety of roles, moving into a full-time motorsports position at Dominion Raceway in 2014. Edwin and his wife Sharon have one grown son: James.

While Edwin started at Summit Point in December of 2019, he made his first visit to Summit Point in the late '70s. His dad was an amateur stock car racer, and his uncle was a NASCAR racer in the '60s. The picture above his office desk shows his uncle, with Richard Petty, chatting in Victory Lane, while they wait for the development of the photo that would decide which of them had won the race at Daytona.

Summit Point has a long and interesting motorsport history, as well as history in providing security and emergency medical training for various federal agencies and other security organizations.

The first races held there were SCCA regional races in the fall of 1969, with IMSA International Sedans being the first professional event, later to become The Radial Tire Series, and IMSA Pro Formula Ford. Many racers got their start in the SCCA Driver's Schools held there.

The track was host to a number of professional races sanctioned by IMSA and the SCCA TransAm through the late 1980s. The track was sold to Bill Scott and his partner, Tom Milner, in the early 1980s. Bill was 1970 Formula Vee World Champion. Bill Scott Racing (BSR) trained thousands of drivers from private security agencies to government agencies in accident avoidance techniques, including defensive driving and counter terrorism tactics. Bill sadly passed in 2009, his wife, Barbara, continuing the management of the facility until 2018, when the Xator Corporation acquired BSR and the Summit Point facilities.



Summit Point Motorsports Park



Xator saw the opportunity in combining security training (their area of expertise) with motorsport events, to maximize utilization of the Summit Point facility, seven days-a-week.

With a full-time staff of 60+ and around 120 part-time staff, the facility is an important source of revenue for the Summit Point community. The company and staff recognize the importance of good engagement and relations with Jefferson County residents. Summit Point has always depended on local labor to operate. Last year, Summit Point celebrity, Donny Owens, having worked on the gate for over 53 years, had the main gate named in his honor, The Donny Owens Motorsport Gate. The presence of Summit Point Motorsports Park continues to attract new businesses to the county, and Edwin is keen to ensure the relationship with the local community remains positive.

Even with two years of pandemic influence, 2021 was the busiest motor sports year to date. Edwin is excited to see an even bigger calendar of events in 2022, but is focused on ensuring that the facility delivers on the basics throughout the year, as well as breaking ground on some new developments.

Investment in the basics include maintaining over six miles of combined racetracks, with all the accompanying safety barriers, run-off areas and facilities. The work done every week of the year includes reactive repairs following track incidents, but also investment in new conveyor-belt tire walls that are both safer, and easier to repair and maintain. The landscape also changes every year, as rain and snow find new drainage routes (usually across tracks in the most awkward of places), trees grow and die, and the local wildlife continue to probe at the fences. Notably, the concrete block walls on the Shenandoah Circuit have moved, requiring resetting on new foundations over the winter. "While a significant part of the operating costs," Edwin explains, "this maintenance is essential for the safe operation of the combined amenities."

Creating a good learning environment means providing classrooms, day suites and facilities to support the various club and business needs. Recent investments on the Shenandoah circuit also include a new Bill's Burgers & Fries concession, containing some Bill Scott memorabilia to browse as you munch your lunch. The new gas pump stand on the main circuit was a much appreciated, half-

million-dollar investment that they were pleased to provide last year.

"The future upgrade and investment list is long," says Edwin, and will take time to realize. High on the list includes the building of a new Visitor's Center, using the current silo buildings in the center of the site to provide a place for visitors to hang out, with a picnic pavilion for entertainment and the provision of food and beverages. Edwin also sees an opportunity for the new facility to showcase the region's motorsport history, to tell the story of road-racing across the DMV and WV regions, including historic events at Marlboro Raceway, Hagerstown and Cumberland Airports.

Also on the list are pit garages and day suites for Summit Circuit, as well some improvements in the various paddock surfaces. The complete surfacing of the paddock to eliminate the gravel and grass areas is on the list, but will take longer to be completed.

The vision that Edwin and his colleagues have for our home track(s) is one that provides a more complete experience for visitors, where safe, fun learning is just the beginning. On that future, we wish all at Summit Point Motorsports Park, every success. **DV**



Photo submitted by Richard to Rennbow.org of his 1993 911 C2 (964) in Horizon Blue Metallic. Taken, we believe, by Jane Cromley Curtis

Richard Curtis

1947-2022

WORDS BY ALAN FRENCH

With great sadness, February, 2022, saw the passing of Richard Curtis, Porsche fan, PCA Potomac member and impactful Editor of Der Vorgänger (DV). We all offer our sincerest condolences to his wife Jane, his family and friends.

Richard was much more than an enthusiastic member of our club. When we browse through the DV archives, we see Richard's signature design and visual storytelling, honed during his leadership role at the newspaper, USA Today. We also benefit from his wonderful observation, humor, and Porsche passion, delivered in the humblest of ways. In listening to some of his friends and acquaintances, he was, by all accounts, one of the nicest guys on the planet. He will be missed by many.

When Richard retired from USA Today, Der Vorgänger gained new energy and direction when he offered to help get DV published. Richard became Editor in September 2008, through to December 2013.



From 2012, Richard went over to Don Mattingley's house to help with an engine rebuild and help document it for DV. He went with Eddie Davis, his best friend, and fellow Tech Inspector. Photo by John Vrankovich

In his first issue of DV, Richard explained the source of his interest in Porsches:

“The raspy sound of a 911 engine is what got me interested in Porsches. For some folks, I'm sure it was the mystique of the brand, the legendary performance, or the sexy looks. But for me, it was listening to that air-cooled sound as I knelt beside my friend Dash's beautifully done, high-mileage 912-turned-911.”

For five years, Richard planned, curated, designed, and published 58 monthly issues. He attended many events, both formal and informal, documenting what he saw and heard, to share the interesting stories of Potomac members and their cars. At the end of 2013, Richard handed over the reins to our Glenn Cowan, Carrie Albee, and Michael Sherman.

In his last editorial, Richard wrote:

“For the past five years, I have had the distinct privilege and honor of being your der Vorgänger editor. If ever there was a job I was born to do, this has been it, and some poetry aside, I've loved every minute. The club leadership gave me free reign to write, photograph, edit and design, a dream come true. In the process, the friends I made were now and, in the end, more meaningful and valued. For all of that, and much, much more, my heartfelt thanks.”

Rest in Peace, Richard Curtis.



Scan the QR Code to read the USA Today story about Richard's career, contribution, and his wider influence on news media

Pearls Before Swine

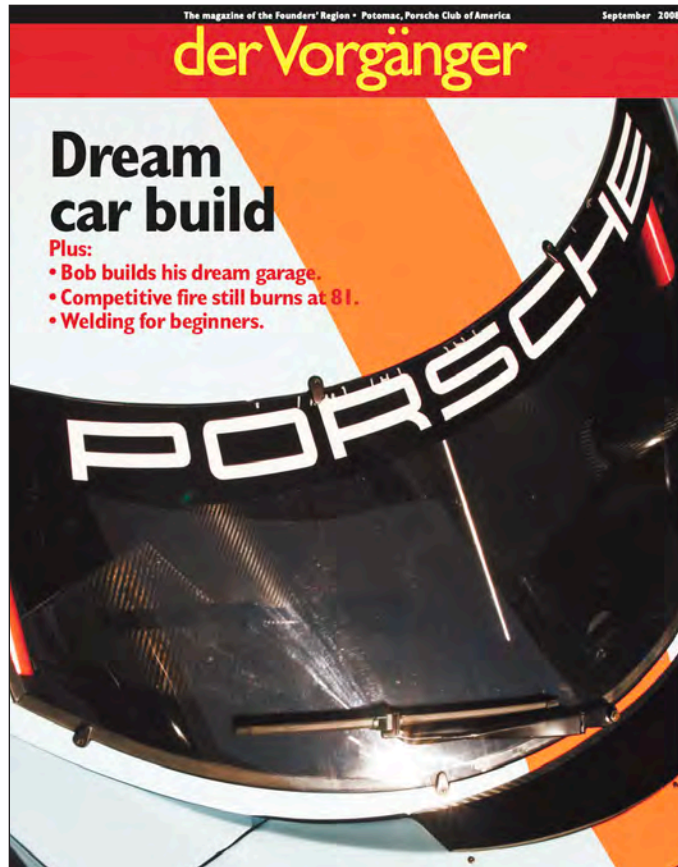
BY GLENN COWAN

Closing on ten years ago, Michael Sherman and I, in a mutually reckless decision, agreed to be the new Co-Editors of DV, pending Richard Curtis' retirement. Richard basically invented USA Today. Michael and I invented the notion that we knew anything.

We met at Richard's home. His basement was a working museum of publication management. The Library of Congress could learn how to collect and catalogue information on publishing from that basement.

Richard instructed (lectured) us for about three hours, thanked us for coming, wished us luck and said to give him a call if we had missed something. To this day I don't know how much I missed! It was some kind of miracle that our first DV was produced.

After about a year of wishing and praying and breathing a sigh of relief every month, I ran into Richard at a Potomac event and he looked at me, smiled and said “Not bad, not bad at all”. I think on that compliment at least a dozen times a year. Thanks Richard – every reader of DV owes you a debt that cannot be repaid. We all miss you.



September 2008, Richard's first edition

**FEBRUARY
2022**



New Potomacans

MARCIO AVILIZ

2006 911 Carrera 4S Cabriolet
from Washington
Transfer from Rocky Mountain

BOBBY ARELLANO

2012 911 Carrera
from Winchester

JAMES ATKINSON

2014 Panamera
from Falls Church

MICHAEL BOEZER

2009 Cayman
from Fairfax

BUDDY CHRISTENSEN

1985 911 Carrera
from Vienna

MICHAEL CLIFF

2022 718 Boxster S
from Oakton

GARY CUBBAGE

2013 911 Carrera S Cabriolet
from Falls Church

CALVIN DAVID

2017 911 Carrera
from Vienna

LARRY ELLIS

2009 911 Carrera S
from Fairfax Station

NEIL GHOSH

2021 718 Boxster
from North Potomac

MOE HAY

2015 911 Carrera 4 GTS
from Springfield

STEVEN HUGHES

2015 911 Carrera 4S
from Berryville

CHARLES JESSUP II

2022 911 Carrera Cabriolet
from Frederick

PETER KUCIK

2022 Panamera 4S E-Hybrid
from Washington

AARON LAMERE

2000 Boxster
from Gaithersburg

PATTI MASCONI

1988 944S
from Halethorpe
Transfer from Chesapeake

EDWARD MAYBERRY

2015 911 Carrera 4S
from Ashburn

JANET MCDERMOTT

2016 Cayenne
from Potomac

DAVID MCINTOSH

2018 Cayenne GTS
from Dunn Loring

GHULAM MUSTAFA

2012 911 Carrera S
from Leesburg

SPENCER NIELSEN

2014 911 GT3
from Ashburn

ANDREW ROUD

2015 911 Carrera Cabriolet
from Kensington

ADAM STEEL

2015 911 Carrera 4
from Fairfax

OLUSOLA SULEKOIKI

2021 Taycan Turbo S
from Laurel

JONATHAN THAYIL

2007 911 Carrera 4
from Frederick

SAM WHITE

2013 911 Carrera 4 Cabriolet
from South Riding

NEW MEMBERS = 26



PCA Potomac Anniversaries

**MARCH
2022**

60 YEARS

Jonathan & Parker Kinberg

35 YEARS

Michael & Richard Krueger

30 YEARS

Geoffrey & Cindy R. Schwarz

Daniel & Patricia Mark

25 YEARS

Robert Mulligan & John McKenney

Thomas Vahle & Jesse Ballway

Richard & Richie Franco

L & Lauren Silva-Pinto

Michael Wanner

20 YEARS

Richard & Margaret Bowker

Michael Hershafft

15 YEARS

Larry Van Sant

Thomas Roman

Robert Talastas

Larry & Jean Gallina

10 YEARS

Kelsey Hill

Michael & Kim Workman

John Brubaker

Mary & James Coen

Richard Taylor

John & Donna Murphy

Paul & Sarah Zelinke

Damien & Olayinka Alexander

Harry Hill & Terry Jacobson

Jean Kapusnick & Erik Eagle

Larry & Sam Owens

5 YEARS

Paul Ragsdale

Thomas Smith

David Mellor

Jerry Huskins

Rafic Barrage

Kristy Jo & Kirk Winkler

Jeff Carrell

Michael & Anne Sacks

Simon Kimmig

Hans & Wen Hsu

Devin Drewyer

David Gray & Lilian Villegas

Kurt & Lauren Drottar

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's 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.

Browse the MAGAZINE area on pcapotomac.org for submission instructions, the latest edition, 50+ years of archived DV, and more!

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COMMUNITY SERVICE UPDATE



Mine Detection Dog, Lea, recently completed her training and accreditation and has now begun her lifesaving work

STORY BY PAT KAUNITZ, COMMUNITY SERVICE CHAIR

PHOTO BY MARSHALL LEGACY INSTITUTE

PCA Potomac's effort to sponsor a land mine detection dog through the Marshall Legacy Institute and help eradicate landmines around the world has come to an end. With \$7,580 donated, we have funded a third of a dog. We fell shy of our original goal of \$25K to sponsor a dog, but we are thrilled that so many people were very generous! The funds will go into the Mine Detection Dog program and put to immediate good use.

The Marshall Legacy staff has been hugely grateful for our collective generosity. Elise Becker, Executive Director of the Marshall Legacy Institute sent us this note:

"Dogs make the world better in so many ways, and Mine Detection Dogs (MDDs) sniff out dangerous landmines to make a safer world for all people and animals. The Marshall Legacy Institute is proud to provide these lifesaving dogs to countries suffering from landmine contamination, and we are grateful to partner with the Potomac Porsche Club in 2022 for their campaign to sponsor MDD Potomac."

We heard from quite a few supporters too:

"I think this is a great way to help people we will never know, but who live with problems we can never imagine."

- Frank Watson

"We love dogs. They are capable of giving love and helping people in all types of situations. Help the dogs help the world." - Wende Levitas

"Happy to donate to help save lives & limbs"

- Barbara Coburn

A huge THANK YOU to everyone that donated! We are looking forward to continuing to chip away at our goal of \$25K next winter. If you still want to contribute, we are happy to have the dollars still trickle in. <https://marshall-legacy.kindful.com/mdd-potomac-2021>

Keep an eye out for more Community Service activities as the "driving season" commences. DV



PCA POTOMAC: DRIVERS' EDUCATION WATKINS GLEN INTERNATIONAL, NY

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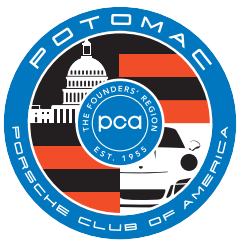


WGI TRACK DETAILS

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

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To join the PCA, visit pca.org/user/join/membership

