

DER VORGÄNGER

THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • AUG 2023



Radial Tire Co.
9101 Brookeville Rd. 301-585-2740

**UNLEASH YOUR
VEHICLE'S POTENTIAL
With the MICHELIN[®]
Pilot[®] Sport All Season 4**



**Radial
Tire Co.**

**MICHELIN[®]
Pilot[®] Sport All Season 4**

Ultimate All-Season Wet Grip

Ultimate All-Season Dry Grip

Winter Confidence

Mileage warranty: 45,000 miles. See warranty for details.

Standard Limited Warranty: 6 years



MICHELIN

About Radial Tire Co.

- ✓ Serving our customers for over 40 years
- ✓ Supporting the Porsche Club for over 30 years
- ✓ PCA Potomac discounts offered
- ✓ Road Race and Auto Cross tire specialist
- ✓ Stocking a complete line of race car tires
- ✓ High-performance tire specialist

301-585-2740 | 9101 Brookville Road | Silver Spring, Maryland 20910

radialtirecompany.com

DER VORGÄNGER

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

8.23 • VOLUME 69 NO. 3

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 EDITORS

Steve Grumbach
Joe Minarik
Mia Walsh

DESIGN TEAM

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

CONTRIBUTING WRITERS

Sydney Butler, Alan French,
Steve Grumbach, Glenn Havinoviski

Articles, photos, letters and other contributions to **DER VORGÄNGER** should be sent to the editor by the 1st of month preceding the month of publication, to dveditor@pcapotomac.org. Please send digital images in their original sizes.

For questions about advertising rates and placement in **DER VORGÄNGER**, please contact Alan French at dvads@pcapotomac.org

DER VORGÄNGER

(ISSN 0199-0667) is published monthly by The Founders' Region, Potomac, Porsche Club of America at 4196 Merchant Plaza #223, Woodbridge, VA 22192. Periodicals postage paid at Bellmawr, NJ, and additional mailing offices. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$46 (includes \$3 for Der Vorgänger subscription). Postmaster: Send address changes to Der Vorgänger, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD, 20814. Statements appearing in Der Vorgänger are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. Copyright ©2023. All rights reserved. For information about commercial advertising and rates, contact the publisher listed above. Letters to the editor are welcome. They should be brief and may be edited for length. Please include a contact phone number for verification.

To subscribe, join the Porsche Club of America. Details at www.pca.org.

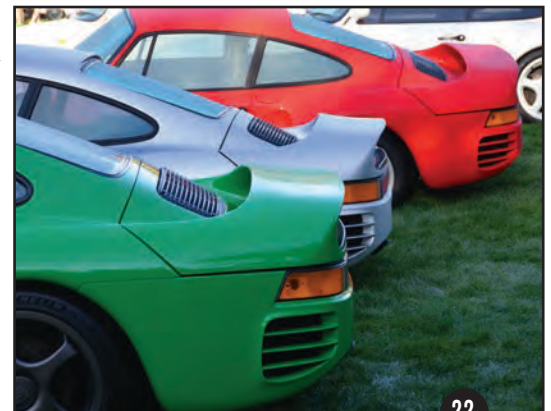
PCAPOTOMAC.ORG

UNDER THE BOOT

- 4 The Editor's Column
- 5 The President's Column
- 6 Club Officers and Program Chairs
- 7 Potomac Events Calendar
- 10 Beginning of PCA Potomac Program Highlights
- 20 Treffen Georgia Mountains – Cruisin' Southern Style
- 22 PCA Werks Reunion at Amelia Island
- 27 Emergency Hay Run
- 28 Down the Rabbit Hole (and loving it)
- 30 Pilgrimage to the Le Mans Centenary 1923-2023
- 34 New Potomacans
- 35 PCA Potomac Anniversaries



12



22



27

INSIDE BACK COVER

Call to support Community Service at Club Race

COVER PHOTO

Photo by Ken Marks of the Porsche 963 LMDH at LeMans - see full story on pg.30

SERVICING ALL EUROPEAN AND EXOTIC MAKES AND MODELS AT TWO LOCATIONS: ASHBURN AND TYSONS CORNER, VA



When you leave Intersport, you'll not only drive away in luxury and style, but with the confidence of knowing that your vehicle has been selected from the best and serviced by the best.

SERVICES WE OFFER:

- Motorsports and performance tuning to scheduled service
- Fully equipped and experienced with Porsche from vintage to current models
- Pick up, delivery and loaner vehicles
- Full detailing with paint correction
- Climate-controlled long term vehicle storage
- PCA Discounts



CHARLIE MURPHY & OMAR HILMI
PHONE: 703.242.8680 • FAX: 703.242.0358 • EMAIL: 0@intersportperformance.com
INTERSPORTPERFORMANCE.COM

Porsche Specialists for over 25 years



HIGH PERFORMANCE TUNING



**TRACK PREP
RACE SETUP / SUPPORT / SERVICE**



REPAIRS AND MAINTENANCE



When Winning Matters *24 Hours of
Daytona Winner*

8040 WASHINGTON BLVD. JESSUP, MD 20794 | 410.799.7223 | WWW.TPCRACING.COM

**Experience the
Porsche Difference.**

For over 30 years, our team of highly-trained experts have been at the ready for all of your Porsche needs.

We are proud to be recognized for our dedication as one of the 2021 Porsche Premier Dealerships in Customer Service. Contact us today to experience the difference for yourself.



— 2021 —
PREMIER
Porsche Dealer

Porsche Silver Spring
3141 Automobile Blvd
Silver Spring, MD 20904
301.847.2500
PorscheSilverSpring.com



At times like these, it's particularly important to know who services your Porsche.



Paolokoman Design - 305.447.1781

ASG
Auto Sportsystems Group

SERVICE - REPAIR - HIGH PERFORMANCE
2810-F Dorr Avenue Fairfax, VA 22031
Tel: 703.876.2811 Fax: 703.876.9802
www.autosportsystems.net

Mice, Are Not Quite as They Appear



Alan French
Co-Editor

They are merely the protrusion into our dimension of vast, hyper-intelligent, pan-dimensional beings. The whole business with the cheese and the squeaking is just a front. (Douglas Adams – Hitchhiker's Guide to the Galaxy)

Recently, I have been forced to research the likes and dislikes of the order of rodentia, specifically, *mus musculus*, aka "mouse smallmouse". Rebuilding my track focused Boxster in time for PorscheFest has been an elephant sized task. While I'm blessed to have a large workshop in which to repair and improve the car since my tour of the Turn 10 gravel-trap and tire-wall last year, the work has not been 100% Porsche focused.

Control of rodents in the workshop HAD been successful using the electronic devices plugged into the outlets. I used to enter the

workshop to a scurrying and panic of squirrels and other vermin until the devices evacuated the building faster than a Van Halen solo at a Gregorian chant. But, obvious to me now, they work in direct sight/hearing. Block them with boxes and they become useless.

Working on the addition of a new GT4 style bumper, I opened the frunk to be confronted by two meeces, in pieces, over my intrusion into their nest building. The nest material was a multicolored twine, which, after several texts to my Porsche pals, was confirmed NOT to be OEM Porsche, but clipped from Sarah's yoga blanket and carried 40ft.

Catching mouse smallmouse was not easy. I stripped the interior of all carpet and padding (upside – a small weight saving) but to no avail. I tried the herbal pouches,

electronic mouse traps, water filled buckets, 24x7 loud music and lights from Guantanamo, and random starting and revving of the car. But still, these sadistic Mickeys would leave their little bullets throughout the car.

Turns out that, if you are an experienced, Gold Porsche Technician, like Yuri Gora at Porsche Silver Spring, you get to know every hiding place. A favorite he shared was atop the cabin air filter, under the convertible top, and under the center console.

I also learned they don't like laps of Summit Point, particularly those above Charity Lap speeds. This was the single most effective weapon in my war against the squeakers. Not sure Sarah will sanction a military sized budget to continue using the tactic, but driving a Porsche more is not exactly a hardship. DV

**GET TRACK READY
WITH P1 WINNERS!**



From the team that put together a winner car, we're here to help you reach your performance goals. Our ASE-Certified Master Technicians are here to help get you and your vehicle to the top this year.

**Car Club Discounts | Track Prep
Suspensions, Brakes, Upgrades & Tuning**



**6 LOCATIONS
in the NoVa area:**
Alexandria | Fairfax | Chantilly
Merrifield | McLean | Sterling

SCAN QR
for Exclusive Club Offers!



CraftsmanAutoCare.com (833)-CRAFTS1

Start with a Driver Education Clinic This Fall

As you may have heard, PCA Potomac member Lexi Vlasho and Potomac President Steve Bobbitt are getting married! Congratulations to both of them, and we will hear more about their story in a future column. In the meantime, I'm going to pinch hit for Steve as the wedding is their short-term priority.

One of my first encounters with PCA was in 1997, before I ever seriously thought about owning a Porsche. Instead, I was the proud owner of a 1994 Mazda RX-7 R2, which has a legendary reputation for light weight, amazing handling, and fragile engines (at least when modified.) I was attending my first driving event, a Driving Clinic put on by the Mazda Sportscar Club of Washington. Our classroom instructor was a High-Performance Driver Education (HPDE) instructor with PCA.

Much like our High-Performance Drivers Clinic (HPDC), the emphasis was on teaching drivers with little to no performance driving experience the basics of car control and handling. We met in a large parking lot and broke up into groups, to practice threshold braking, slalom, and braking while turning. By the end of the day, we were gaining speed and drifting through lines of cones, with only a few hapless cones sent flying. I was hooked on driving and signed up for the Mazda club's next DE at Summit Point.

But even without going whole-hog on Driver Education, the Driver Clinic offered something valuable: learning the limits of and practicing in your car in a low-risk and controlled environment. That way, the first time you may need to do an emergency lane change or braking on the road, it won't be


the first time you've experienced it. We encourage any Porsche owner, their family, and friends – driving any make of car - to sign up for one of our High-Performance Driving Clinics. (Due to track rules, trucks, SUVs and hybrid or electric vehicles are unfortunately no longer able to participate in our HPDC.)

Our next HPDCs are coming up soon. The first is on Saturday, September 30, and is open to all drivers, while the second is on Sunday, October 1, and is reserved for women. Scan the QR codes on the Der Vorgänger Calendar of Events page for more information or to register. We'd like to thank our DE program sponsor OG Racing and also the Women's HPDC sponsor Porsche Hunt Valley. DV



Ed Hahn
Vice-President



Get outfitted for race day with the latest gear from your favorite brands.



**GO FAST.
STAY SAFE.**

Proud Sponsors of Porsche Club Racing
for over 25 Years

ogracing.com
1.800.934.9112

Sterling VA

CLUB OFFICERS & CHAIRS

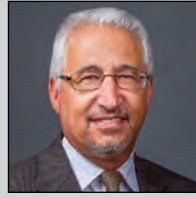
EXECUTIVE BOARD



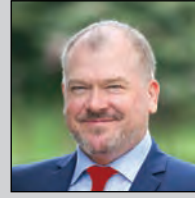
PRESIDENT
Steve Bobbitt
president@pcapotomac.org



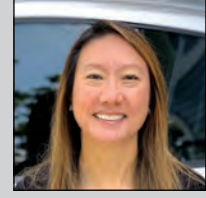
VICE PRESIDENT
Ed Hahn
vicepresident@pcapotomac.org



TREASURER
Stephen Kiraly
treasurer@pcapotomac.org



SECRETARY
Alan French
secretary@pcapotomac.org



PAST PRESIDENT
Diane Sullenberger
pastpresident@pcapotomac.org

PROGRAM LEADERSHIP & VOLUNTEERS

AUTOCROSS
Bill Conley & Jeff Gary
autocross@pcapotomac.org

COMMUNITY SERVICE
Pat Kaunitz & Marcie Calcagno
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

DRIVER EDUCATION

Chairs
Bob Mulligan & Susan Kimmitt
dechair@pcapotomac.org

Instructor Development
Mark Salvador & Michael Kaunitz
mark.salvador@pcapotomac.org

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

Track Registrar
Kenny Kong
trackregistrar@pcapotomac.org

Cashier
Carol Palitti
decashier@pcapotomac.org

New Driver Ambassador
Lara Peirce & 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
Ron Tilton
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
Lou Bartolo
social@pcapotomac.org

VOLUNTEER COORDINATOR
Ed Strawderman
volunteer@pcapotomac.org

LEGAL OFFICER
Gary Sidell
legal@pcapotomac.org

RALLY
Cindy Choi & Emely Winnert
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
zone2reppca@gmail.com

NATIONAL SAFETY

Dan Dazzo
safety@pca.org



2023 CALENDAR OF EVENTS

SEPTEMBER



9 Fall TSD Rally
@Leesburg departure



9 Porsche Women
Drivers Fun Run
@ Middletown, VA
departure



15-17 Club Race
@ Summit Point, WV



17 Autocross #6
@ Washington Circuit,
Summit Point, WV



22-23 Porsches, Gardens
and Race Cars
@Frederick County
departure



24 Fall Picnic & Open
Board Meeting
@ Circle D Farm,
Woodbine, MD



30 High Performance
Driver Clinic
@Jefferson Circuit,
Summit Point, WV

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

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

New 1st Saturday Virginia Brunch Location!

We have a new venue for our first Saturday of each month, beginning Oct 1, 2022, at Firebird's Wood-Fired Grille in Gainesville, VA. It's 5 minutes west of our former venue in Manassas, with substantial parking off Linton Hall Road. Restaurant opens at 11 am, but arrive early to park and meet other members. **New members welcome!**

Virginia

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

Maryland

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

FIND OUT MORE AND REGISTER USING THE QR CODES

AUTOBAHN SERVICE, INC.

porsche specialists

Over 1,200 cars serviced a year

- Full Service Shop - Factory Equipment
- New Car Maintenance
- Electronic System Diagnosis & Repair
- Engine & Transmission Rebuilding
- Performance Modifications
- 4-Wheel Alignment

24 Months Warranty

*Quality Work with an
Eye On Details*

*Free Transportation To
and from Metro*

30+ Years Experience

www.autobahnserviceinc.com



3158 A Spring Street • Fairfax, VA 22031 • (703) 691-1771

AUTO-THERAPY

Independent Service Facility for
PORSCHE, BMW and AUDI automobiles



From **STREET** to **TRACK** –
We Meet Your Automotive Needs

CALL TODAY TO SCHEDULE YOUR
FREE TRACK INSPECTION !

301-417-7111

<http://www.autotherapy.net>

8027-A Snouffer School Road, Gaithersburg, MD

Hours: Monday – Friday 8am – 6pm

Transportation Available To/From Shady Grove Metro



Westminster Speed & Sound

www.WestminsterSpeed.com

Mid-Atlantic's Most Awarded Vehicle Customization Facility

Window Tint &
Ceramic Coatings
Paint Protection Film
Audio & Technology Upgrades
Custom Installed Radar & Laser Detectors



410.857.5300

202 Pennsylvania Ave. Westminster, MD 21157



**PORSCHE
Audi
Volkswagen**
SPECIALISTS

*New and vintage car maintenance / repair
Engine / trans rebuilds and upgrades
Suspension and safety systems
Precision 4 wheel alignments
Full track preparation*

30+ years Porsche experience
20+ years racing experience

STAN FOX

8210 B. Cinder Bed Rd.
Lorton, VA 22079
5 minutes from Springfield Metro

t: 703.550.8240
f: 703.550.0069

www.rpm-performance.com

rpm@vacoxmail.com



Every box, emphatically checked.

Known for first-class car buying experience and much more. From our fast, friendly and convenient customer service to our cutting-edge facility. We understand the value of treating you like family. Come experience Porsche of Tysons Corner.

Porsche of Tysons Corner
8601 Westwood Center Drive
Vienna, VA 22182
PorscheTysonsCorner.com

©2020 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times.

SSI MOTORSPORTS

MAINTENANCE

REPAIRS

TRACK PREP



1735 E. Joppa Rd. Parkville, MD 21234 410.668.1100 WWW.SSIMOTORSPORTS.COM



Potomac Program Highlights

AUTOCROSS



William M. confidently behind the wheel powers through the course in his 1993 RS America.

The Cone

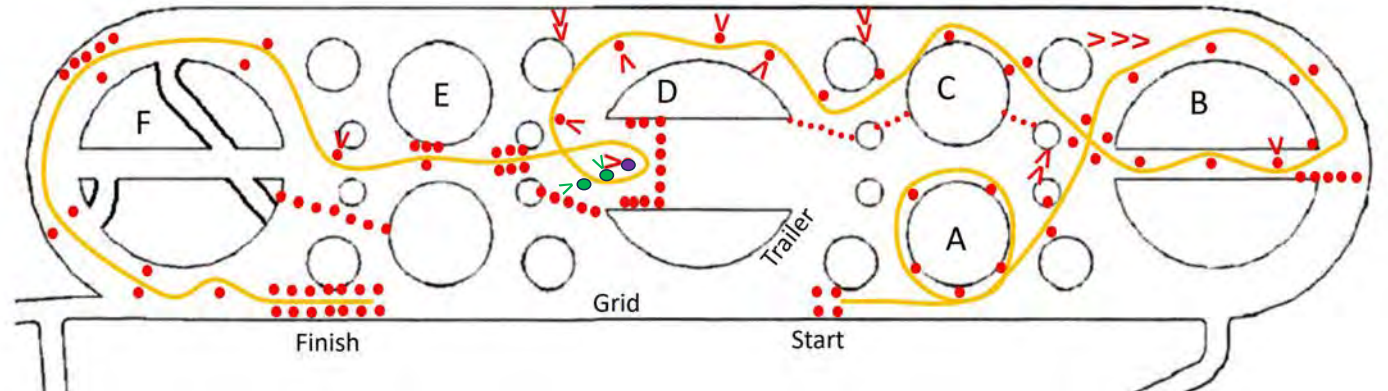
**STORY AND PHOTOS BY
BILL CONLEY, AUTOCROSS CHAIR**

Every Autocross course has a feature or two that the designer is particularly proud of. Designing a good course balances speed and agility - forcing a driver to transition between elements seamlessly to have a fast time. Every course must also be safe. The June 11th Autocross had a single cone that was the anchor, the remainder of the course was designed around this one cone.

The course design for all our Autocross events begins about a month before the actual event. Our June event was no exception. We rotate course designers and this time it was my turn to put together an interesting, challenging, and fun course for all our drivers - those that were brand new

and those that have done Autocrosses for decades. After the course is designed, it's reviewed for flow and safety by several other designers. This course generated immediate feedback. We modified the finish to make it a touch slower and thus safer. Additionally, we had a vigorous debate over "the cone."

You may wonder why the article is named so simply and why I keep coming back to this one element in the course. You can see the course map attached and I colored "the cone" in bright purple in the middle of the course. The reason that this one cone is so critical is because the length of the nearly-straight course that follows it. Getting around that one cone and then



Autocross #4 design by Bill Conley



Brandon J. flexes his suspension with the weight on the nose of his 944.



George E. gets on the gas and transfers the weight to rear of his Cayman.

back up to speed was going to separate the fastest times from the rest of the pack. The element was designed to allow a 1.2g turn at 30mph. This is just fast enough to keep everyone in second gear. We added two cones, shown in green, to ensure no one attempted a handbrake gymkhana turn and to keep us off a rain-drain grating.

At the end of the day, we heard great feedback from drivers who got to downshift into first gear, those that took the turn tighter than originally planned, and the thrill of getting up to 60mph midway through the course. All in all, it was a great event. Please come join us in September and October as we round out the 2023 Autocross season. DV



Paul B. smooth as always with his top down on his 1986 Carrera.

CONCOURS



Photo by Gary Sidell

Inaugural Founders' Region Concours d'elegance

STORY & PHOTOS BY GARY SIDELL, CONCOUR CHAIR

On Sunday, May 7, 2023, the Founders' Region of PCA held its Inaugural Concours d'elegance in Tysons Corner. 94 cars registered, the largest group in recent years, by our deadline with more seeking participation up to the day before. Of those, 74 cars participated in 13 categories from 356's to Modern Production (Macan, Cayenne, Panamera and Taycan). In addition to the participants, a large crowd of spectators appeared to inspect the show cars and participate in the first ever show with hot dogs! Our weather timing was excellent by finishing earlier than planned, we avoided all the rain later in the afternoon.

We thank our sponsors, Odd and Ends Detailing, and Craftsman Auto Care for their generous support and look forward to their continued support next year. We also thank our dedicated judges for giving up part of their weekend in order to assess these super clean cars: Our head judge and chief comic, John Truban, enlisted Bob Gutjahr, Darryl Nichols, Stephen MacKeller, Barry Deuel, Bob Luther, Tarek Shamounki, Manny Alban, Percy White, Jr., Loki Babu and Ed Hahn to evaluate others' cars. Without

our expert judges, we would have had only a Cars and Coffee, not the first class Concours we did. For the first year, our event was held in Tysons Corner, a more centralized and convenient location for many, especially those coming from Maryland. We plan to duplicate our location for next year's Second Concours d'elegance and hope to add more food options on site and to have 120 cars registered.

Our Grand Award winners, with some exceptionally unusual and clean cars, were: **Best of Marque**, Charlie Stringfellow, with his 1967 Champagne yellow 912; **Chairman's Award**, Jason Pitts, for his white 991.2T; **Most Significant Porsche**, Fred Bloch and his 2022 red Taycan 4 Cross Turismo; **Best Design Award** to Trey Harper for his 1997 black glass roofed Targa; and **People's Choice** winner Terry Pao's pearl white 1995 Guntherwerks outlaw coupe.

A special recognition (with four-pound trophy) was given to Dr. John Klish for his quality assistance with the Concours Committee for the past two years. Dr. John will be retiring from his position this summer, to be replaced by Percy White, Jr.

Our class winners included **(1) 356:** first place: Pete Russell (1962 silver 356B), second place: Bob Luther (1965 356C);

(2) Early air cooled: first place: Charlie Stringfellow; second place: Daniel Blair (1966 912); third place: Bob Gutjahr (1973 silver 911S);

(3) 914: first place: Gary Sidell (1975 ancona blue);

(4) Mid air cooled: first place: Philip Waysylina (1977 911); second place: Wayne Welch (red 1988 slant nose 930S), third place: Daniel Salisbury (1983 wine 911 SC);

(5) Late air cooled: first place: Stephen MacKeller (1995 red 993); second place: William Butler (1990 Carrera 2); third place: Trey Harper (1997 black 911 Targa);

(6) Modern 911: first place: Darren Gorman (2011 997.2 Carrera S cab); second place: Brad Trenkamp (2007 911); third place: Michael Wah (1999 911);

(7) Current 911: first place: Dr. John Klish (2014 Gulf orange 911S cab); second place: Jim Johnson (2017 911 black 4S); third place: Ben Musgrove (911S);

(8) 924/928/944/968: first place: Tammy Florence (1986 white 944 turbo); second place: Douglas Magee (1986 red 944 turbo); third place: Tarek Shamounki (1995 968);

(9) Boxster/Cayman: first place: Jeffrey Leps (2016 white Boxster spyder); second place: Don Arehart (2008 white Boxster); third place: Allen Caskie (2002 grey Boxster S);

(10) 911 GT: first place: Jeff Wynne (2016 club blau 911 GTS club coupe); second place: Katherine Massetti (2016 GT3);

(11) Boxster/Cayman GT: first place: Ed Hahn (2016 racing yellow Cayman GT4); second place: Michael Skowrunski (2016 Cayman GT4);

(12) Modern Production: first place: Fred Bloch (2022 red Taycan 4 cross turismo); second place: Robert Manka (2023 blue Macan S); third place: Anthony Cambonga (2020 chalk Panamera ST GTS);

(12) Outlaw: first place: Robert Williams (1976 black 930); second place: Terry Pao (1995 white 993 Guntherworks); third place: Gerhard Dreo (1964 pink 356C).

We thank everyone who participated by bringing their clean cars, our judges for ranking the participants and the spectators for appreciating the pride of ownership for those cars displayed. Our next "Concours" will be at PorscheFest in late July at Summit Point with a People's Choice event for the top three cars of the thirteen class winners displayed. This will be followed on August 20 with the Gathering of the Faithful to be held in Fulton, Maryland, in association with Mikey and Mel's Deli, and their bigger than huge parking lot. Finally, our Concours program will conclude the year with the Fun Concours at the annual picnic. More information and registration details will be provided as we get closer to that event. **DV**



Concours Chairs, Gary and John, clearly having way to much fun!



A difficult choice between the two 914s. We'll take both.



From 356 to Taycan, it is wonderful to see the detailing effort on all models.

DRIVE & DINE



Photo by Dory Thomas

Hunter's Head Tavern Drive & Dine

STORY BY DORY THOMAS

PCA Potomac Drive & Dines are always an adventure, but this year's Hunter's Head Tavern Drive was a bit more adventurous than usual. The weather was good, a great day for dining al fresco. As we assembled for the drive, someone mentioned that there were 200 motorcycles in a nearby parking lot along with several police. We didn't think much of it, just another club doing a drive on a beautiful day.

Off we went in our usual small groups at five-minute intervals, when we realized that our third group was trapped behind the departure of the motorcycles – all of them, and their police escort! Somewhere along the way, the motorcycles took a shorter road, and we ended up behind them, just as one of the riders fell off his bike in the middle of the road! We carefully navigated around him (he was conscious and had several other bikers aiding him) and continued our planned route.

Again, fate (the bikers) intervened and turned onto a road on our route, but this time the police escort at the rear stopped and blocked the road, directing us to make a left instead of our planned right. Chaos ensued! At one point the front half of group one passed the back half of group one going in the opposite direction!

Everyone eventually made it to the tavern, where a lively discussion accompanied our delicious lunch. The second leg of the drive, to Otium Cellars in Purcellville, VA, passed through the oldest horse show in the country, The Upperville Colt & Horse Show, another interesting experience. At Otium we ended the day enjoying German and Austrian styled wines and live music. Everyone was tired and happy, having had another great Porsche adventure. A special thank you to the Leads and Sweeps Steve Kaye and Dory Thomas, Jim and Gina Moser, LeRoy and Marilyn Mills, Max and Rhonda Moser, Alan & Jane Banks, and Anthony Cambonga and Jakcee Bobel. DV



Photo by Glenn Havinovinski



Photo by Dory Thomas



Photo by Glenn Havinovinski



Photo by Glenn Havinovinski



Wendy Penry's 2018 Cayman GTS in the paddock at Pitt Race event June 23-24

Summary of DE 2023 so far...

STORY BY SUSAN KIMMITT AND BOB MULLIGAN, DE CO- CHAIRS
PHOTOS BY WENDY PENRY

At the writing of this article, we are more than half way through our very ambitious Drivers' Education 2023 Season. We have completed one HPDC day, one instructor refresher day, and 6 multiday HPDE events. We have held our yearly national instructor day designed to test and certify new instructors for PCA, and we have welcomed many, many new and returning drivers to our events, including 3 wonderful away events. And we have more to come!

To list our activities so far, March brought us our first HPDC (High performance Driving Clinic – for beginners, and those just wanting an introduction to high performance driving) and our yearly instructor refresher, both held at Summit Point's Jefferson circuit during the first weekend in March and the first HPDE (high performance drivers Education – otherwise known as DE) at Summit Point Main Circuit at the end of March. This was followed by 2 great away events including 3 days at VIR (Virginia International Raceway) in mid-April, then 3 days at Watkins Glen in Mid-May (including Friday track walk and Saturday dinner at the Jack Daniels club at the top of the Esses). Next, we returned to Summit

Point, but to the Shenandoah circuit for a 2 day DE event during the first weekend in June, and then back on the road to Pitt Race (Pittsburgh International Race Complex) for 3 days in late June.

For July, we held our Mid-Summer event at Summit Point Main circuit July 7 – 9 and we look forward to 3 days at the same circuit for our well anticipated Porsche Fest weekend held the last weekend in July. Porsche Fest is an event that expands out our enjoyment of being out at the track with our beautiful Porsches to include a multi-event day on Saturday, July 29. During this day, we welcome other PCA Potomac venues to be part of our track experience. This includes Autocross, Concours, Drive and Dine, and Parade Laps and concludes the day with a catered happy hour and dinner under the tents at track side.

We look forward to seeing you at Porsche Fest and / or one of the final 3 events left on our calendar in October including 2 more HPDC's at the beginning of the month and our final DE and Volunteer Day at the end of October. **DV**



Mixologist Rob Gionfriddo and Todd Penry at Pitt Race.



"Come in here, dear boy, have a cigar, you're gonna go far!", but who is saying it to whom? Either way, Messrs. Kong and Kiraly are enjoying the smoke.



**ROCK THE
SUMMIT 2023**



**Come Watch the Racing!
15-17 September
Summit Point Motorsports Park**

Friday: Practice, Qualifying, Vintage Sprint 1
Saturday: Two Sprint Races for Each of 4 Groups
Sunday: 90-minute Enduro Races

**Charity Events and Laps Benefiting the
Erin Levitas Foundation**

OPEN BOARD MEETING



The audio lineup - each one started and listened to, by attending members.

Easterns Automotive Hosts Potomac Open Board Meeting at Robert Bassam Car Collection

STORY BY ALAN FRENCH, SECRETARY
PHOTOS BY ROY JANG

Our summer Open Board Meeting on June 10th this year, continued the theme of interesting venues and speakers. We were excited to be invited and hosted by Joel Bassam, CEO of Easterns Automotive. Joel and his father, Robert, have collected some interesting cars over the years, including many Porsches. Joel and his team set up chairs and tables in the middle of the collection, and with interesting cars surrounding us, keeping on topic was challenging!

After a super breakfast supplied by regular favorites, the Omelette Guys, the Exec presented the status of the club, including a financial report from the Treasurer. Each Program Chair presented to participants the current state and insight

into future events. A random raffle with gifts from the club, and those generously donated by Easterns, were given to attending members, and the Q&A session allowed members to ask questions of the Executive Board, and of the Program Chairs and their Committee members.

Once the official meeting was adjourned, Joel made the occasion extra special by firing up a selection of cars to an enthusiastic audience. After all, our cars excite the senses of sight, smell, feel, and glorious sound!

Next Open Board Meeting will be at the Club Picnic at Circle D Farm, Woodbine, Maryland, on Sunday September 24th. DV



Meeting in the middle of the collection.



Past President, Diane Sullenberger, presented the open board meeting raffle prizes to lucky members.



The Bassams have a number of really nice 911s.



Joel engages an enthusiastic audience.



Comparing generations of Speedsters.



A driving tour through the Chattahoochee–Oconee National Forest on the way to Helen, Georgia. Drivers on GA 60 South would be reminded of Tail of the Dragon.

Treffen Georgia Mountains — Cruisin’ Southern Style

STORY BY STEVE GRUMBACH

PHOTOS BY KAY SULLIVAN, LEROY MILLS AND STEVE GRUMBACH

I grew up in Ohio and graduated from college in Boston. So, while attending PCA’s Spring Treffen Georgia Mountains in late April in the Blue Ridge mountains located outside the small town of Adairsville, on occasion I encountered somewhat of a language barrier. Not familiar with popular Southern phrases and sayings? Well **bless your heart** dear reader, I’ll translate.

The Barnsley Resort, roughly two hours northwest of Atlanta without traffic (which is to say almost never), played host to around 250 participants, drawing heavily from the East Coast but including PCA members from elsewhere around the country. If you’re not familiar with a Treffen (German for “to meet”), it’s a popular four-day event consisting of interesting driving tours, fine dining and exploring destinations of interest and character. In this instance the PCA Treffen North America staff drew upon the support and participation of the local Peachstate Region volunteers to

plan, organize and help facilitate wonderful scenic drives through winding mountain roads and forests in Northwest Georgia. It is great fun to be with friends from your region but also socialize with other PCA members with similar likes and experiences from the four corners of the nation. And the variety of Porsche models they pilot run the entire spectrum of age and performance, which is always a conversation starter.

PCA Treffen always offers a variety of interesting touring destinations and leisure options and this one was no exception; participants could opt for a trip to special equipment manufacturer Coker Tire to view their classic vehicle collection and operations, the Porsche Experience Center Atlanta or the Pirelli tire factory in Rome, Georgia. Evenings are spent with the group at dinners or, as you wish, at an “after-hours” lounge.



The Savoy Automobile Museum in Cartersville, Georgia hosted the group following a long morning drive. Of special interest was a temporary exhibit celebrating Porsche's 75th anniversary. The museum maintains a standard collection of different makes, models, and eras along with temporary galleries of special interest; walking guides described in detail several of the most notable cars from the more than 100 on display.



All y'all (Translation: A particular group). Potomacans at Spring Treffen (back to front): Steve and Lonnie Pera, Marilyn and LeRoy Mills, Dawn and Mark Miller, Linda and Craig Davidson, Mia Walsh, Roshni and Madhu Rao and Steve Grumbach.



Porsche display at the Savoy Automobile Museum.

We're off like a herd of turtles (Translation: The gang isn't moving very quickly.) Of course, the highlight of the event are the driving tours. There was thoughtful planning to make routes that maximized scenic value and create an opportunity to maneuver your Porsche well within the capabilities of car and driver - all while maintaining appropriate safety protocols on public roads. And we still had good fun as Ferdinand would have intended. (I think you know what I mean here...) At orientation we were reminded these tours are not a race and, "nobody ever got a trophy for getting to the destination first". Regardless, my experience was we moved in a thoughtful but spirited manner under the capable guidance of our local Peachstate leads, which further enhanced the pleasure of our drives through twisty mountain passages.

But there was one exception. A member of our group, a very capable and experienced auto-cross and club racer,

reported their lead languidly shillyshallied and dawdled about – for the better part of the two-hour tour. You know - **dilly dallying**. Frustrating? You bet. Which then lead to this encounter: Following directly behind the lead at the mid-point rest stop break apparently her exasperation was palpable. That's right -she was fit to be tied. Emerging from her car to confront our aggravated driver, the lead culprit delivered this sweet cutting remark: "**Well, aren't YOU just the best little driver**". Response? "**Well bless your heart!**"

The story conveyed over drinks and dinner that evening, we laughed about it for three days.

I do declare, good friends, good drives and destinations, a good venue, good food and good weather added up to a great time!



A stunning array of rare and colorful 959s.

2023 PCA Werks Reunion at Amelia Island

STORY AND PHOTOS BY STEVE MACKELLAR

I attended the 2023 PCA WERKS REUNION other automobile events in early March and I highly recommend this mid-winter get away for several days of automotive fun. On the road trip down, I stopped at the Keystone Antique Tractor and Truck Museum in Colonial Heights, VA that is accessible and visible from I-95 South. The museum houses 200+ beautifully restored tractors and trucks, and an inside diner and museum shop. The collection includes a 1960s Porsche Junior 1-cylinder diesel tractor like the 1962 Junior that I am restoring.

Arriving in Amelia Island/Fernandina Beach on a sunny and warm Thursday morning, I began previewing the first of four major automobile auctions that are within minutes of one another on the island. Each venue offers an amazing array of world class American and European collector vehicles gathered to find new ownership.

Friday morning at WERKS promised equally warm and sunny weather and I began my volunteer shift directing and placing the 1969 – 1973 911's and 991 and 992 911's to their spots on the concours field. Local, regional and national PCA events are only successful if people volunteer to help and there was no shortage of them sporting their green volunteer shirts at WERKS. Ron and Linda Gordon from Chesapeake Region were there as always to orchestrate and run the Concours as they are tireless volunteers at regional and national PCA events. WERKS was a grand success with perfect weather and Porsches of every description to include rare and valuable street and competition models.

There is so much to see and do in the days surrounding WERKS culminating with the Amelia Island Concours at the Ritz Carlton on Sunday where the Porsche marque was well represented to include a stunning and colorful gathering of rare 959s. DV



1968 Porsche 907 K at Broad Arrow Auctions at Amelia Island.



A pair of rare orange 1998 RUF Turbo Rs (coupe and cabriolet) at the Gooding & Company Amelia Island auction.



Porsche 917K at PCA Werks Reunion Amelia Island.



1969 Porsche 908 at the Amelia Island Concours d'Elegance.



The Keystone Antique Tractor and Truck Museum recognizes Porsche tractors.



Check out "the book" - a resource parents and caregivers can use to create gentle conversations around bodies & boundaries!



Come see Michael, Marissa & Wende at the Charity Tent!

What does the Foundation do?

The Erin Levitas Foundation diligently works to prevent sexual assault in partnership with The Erin Levitas Initiative for Sexual Assault Prevention at the University of Maryland Francis King Carey School of Law and through other programs.

Donate or Access the Auction
www.erinlevitas.org/pca

ANYONE CAN BID FROM ANYWHERE!

Touring Laps at lunchtime on Saturday, September 16. Come one, come all!

Come to Summit Point for the PCA Rock the Summit Club Race Sept 15th & 16th to see items **IN PERSON**

ROCK THE SUMMIT 2023



erin levitas
FOUNDATION



Most Exciting Ever!

Auction Items

(see website for updated list)

- Kelly Telfer Original Porsche Painting
- Track Events from David Murray, PCA Potomac, and Summit Point
- Porsche 992 - Winter Wheel Package, Roof Race, and more!
- Coaching Opportunities from Randy Pobst and Ray Phillips
- Car Part Art: Cylinder Wine Chiller & Lambo Display Board
- IMSA Lamborghini Super Trofeo Hospitality Experience
- Diamond Auto Labs Ceramic Coating & Film Packages
- Custom Summit Point Jewelry by Lemon Tree Me
- Napa Wines from Chappellet & Palmaz Vineyards
- The Kenny Kong Curated Cigar Collection
- Custom Car Painting by Lew Azzinaro
- Football signed by Terry McLaurin
- Yokohama Swag and Tire Package
- Lets Go! Racing Track Car Rental
- More Wine, Moonshine & Mezcal
- DSC with Private Consultation
- CRASH Porsche 911S Earrings
- Many, Many Model Porsches
- Ravens and Orioles Tickets
- Hoosier and Pirelli Swag
- Concert Tickets
- Race Ramps
- ... and MORE



**Auction
Closes at 7 PM**

**Saturday
September 16th**

TELFER
DESIGN

"NO TICKET"
PORSCHE 911
ORIGINAL
PAINTING
24" x 24"



erin levitas
FOUNDATION
AUCTION



Kelly Telfer attended his first car race in 1959 at age four at Laguna Seca Raceway. Because his father volunteered at races, he watched races from outside the old wooden fence sitting on the hill at Turn 4. Most of his school papers had cars drawn all over them. His childhood left a major imprint; a first-hand love of motorsports, cars, race drivers and the remarkably interesting personalities have shaped his career as an artist. He has created art and apparel for many top racers, tracks, and manufacturers; including Mears, Andretti, Petty, Earnhardt, Senna, Mansell, the Daytona 500, Laguna Seca Raceway, Monterey Historics, Long Beach Grand Prix, Indy 500, Monaco F1, as well as Chevrolet, Ford, Dodge, NASCAR, Indy Car and F1. His artwork is featured at the legendary Petersen Automobile Museum in Los Angeles, California and the LeMay - America's Car Museum in Tacoma, Washington **and MAYBE YOUR HOME SOON!**



Access the Auction: www.erinlevitas.org/pca



Cathy Ziobro's 2002 Boxster S "pickup truck for the day".

Emergency Hay Run

STORY BY JOHN MILLS
PHOTO BY CATHERINE ZIOBRO

We were completely out of hay for the horses and I had the truck. My wife, Cathy Ziobro, had only one means for saving the day, her 2002 Boxster S "Tink". I can only imagine the looks she was getting as she was driving through Middleburg on the way back to our farm!

This was truly an example of a Porsche being an everyday sports car. Remember Porsche's "Engineered for magic. Everyday." campaign? **DV**

SEND US YOUR STORY

Do you have a fun, quirky story about your Porsche? Submit your story and photo(s) to dveditor@pcapotomac.org



Matt Volk, sales manager at Essex, showing me one of their burnishing machines and a bunch of discs on the cooling rack.

DOWN THE RABBIT HOLE (AND LOVING IT)

STORY AND PHOTOS BY VINCE VLASHO

"You take the blue pill... the story ends, you wake up in your bed, and believe whatever you want to believe. You take the red pill... you stay in Wonderland, and I show you how deep the rabbit hole goes." - Morpheus, *The Matrix*

Knowing that *Der Vorgänger* readers are a sophisticated group, I am sure you recognize that Morpheus was channeling Alice's Adventures in Wonderland, and *Through the Looking Glass*, in that line. Well, I poked my head in the rabbit hole and found that it's getting curiously and curiously.

I jumped into performance driving in 2020, starting first with Autocross then adding High Performance Driver Education (HPDE) events. I found that whenever I talked with experienced drivers they would often ask, "What have you done to your car?" My answer would usually be something like, "I've washed it and changed the oil and, oh yeah, I waxed it a few times." The responses invariably started with something like, "you know, you're gonna wanna..." followed by a list of performance upgrades that I should consider.

After going through a set of OEM brake pads after just one HPDE at Summit Point, and consulting my PCA technical advisors, my first upgrade was to install a proper set of Pagid racing pads. After my first full season of Driver Education (DE), my OEM rotors were shot. Yes, it is possible I am a bit heavy on a certain pedal.

And so, I took the red pill.

Once again, I consulted my PCA Potomac technical advisers and decided to put AP Racing by Essex 2-piece J-Hook discs on my car for better performance and durability. Plus, with the 2-piece rotors, when they need to be replaced, I would only need to replace the friction discs since the central hub is reusable.

Now we get to the real point of my story: the rabbit hole as it turns out has a burrow in North Carolina.

Essex Parts Services, which is based in Cramerton, North Carolina, just outside of Charlotte, are the exclusive importers and distributors of AP Racing products in North America.



Lexi and me at Shenandoah this year.



AP Racing rotors freshly installed on my car.

It happens that I have family in Charlotte, so I decided to make a side trip to Essex on a recent visit down south. When I called to let them know that I planned to swing by to pick up new rotors, I ended up talking with Jeff Ritter, who manages the High-Performance Division. Jeff is a friendly type and offered to show me around when I stopped in. Jeff's work career started as a marketing consultant for ACNielsen, and through the good fortune of marrying well, his father-in-law introduced him to Porsche performance driving twenty-five years ago when he took him to the Porsche 50th anniversary celebration at Watkins Glen in 1998. What started as a hobby morphed into a career trajectory change when he took the red pill and made the move into the world of motorsports. Jeff owns two Porsches, a 2008 Boxster Limited Edition in Pastel Orange and a uniquely spec'd 997.2 Carrera S. Jeff has participated in many Autocross events and HPDE events with various PCA chapters around the country.

Jeff generously spent well over an hour showing me around and talking about race cars. To say that Essex Parts Service and AP Racing are impressive, is like saying the Grand Canyon is a big hole in the ground. The Essex team has many decades of experience in the motorsport brake industry, their own engineering staff, and have partnered with AP Racing for several decades. Essex is also the exclusive importer for Ferodo Racing brake pads in North America.

AP recently beat the other major brake manufacturers to win a 5-year contract with NASCAR as its exclusive brake supplier. You will not see an AP sticker on the cars, but if you look closely, they are branded on their calipers. Just before my visit to Essex, they had finished burnishing countless sets of brakes for the teams gearing up for the 2023 season. Burnishing is the process of "breaking in" and optimizing the brake discs and pads to help eliminate potential judder (vibration felt through the steering wheel) and cracking issues. This is typically done through a prescribed series

of high speed starts and stops, which Essex emulates on a computer controlled burnishing machine.

Jeff also proudly told me that AP is a Tier 1 supplier of brakes to Porsche which are standard equipment on several of their factory race cars such as the Le Mans-winning 911 RSR and the new 911 GT3.

Essex conducts testing of brake components on a custom-built brake dynamometer that they had built to their own specifications. An interesting aspect of it is that they are able to program in specific tracks to evaluate how different brake components will perform on different platforms for each venue.

Here are a few other fun facts I learned on my visit:

- AP Racing brake or clutch products have been on the winning Formula 1 car in every race since 1967 (865 total)
- AP Racing supplies original equipment brakes to other prestigious vehicle manufacturers such as Bugatti, Lotus, Aston Martin, and McLaren.
- Essex designed and developed their patented pad and disc burnishing machines in-house, as well as the software used to run them.

So, there you have it - my first trip down the rabbit hole where I found the Essex staff exceptionally knowledgeable and helpful.

So, what else might be in store for me? I am thinking I "need" adjustable control arms, stickier tires, and am certainly open to more "you're gonna wanna..." ideas.

If anyone has any good tips on how to launder auto part purchases so they are completely untraceable, please email me, or drop them into the nearest rabbit hole. I love my wife dearly, but there are some things I need to 'protect' her from... for her own good. Honey, if you read this - JK! DV



PILGRIMAGE TO THE LE MANS

PORSCHE 963 LMDH CONTINUES TO STRUGGLE WHILE A GTE 911RSR TAKES THIRD PLACE OF AN ACCIDENT FILLED RACE

STORY BY HANK ALLEN, PHOTOS BY KEN MARKS

On 10–11 June 2023, the Centenary of the 24 Hours of Le Mans, and 91st running of the endurance race took place on the Circuit de la Sarthe just south of the city of Le Mans, France. It was sponsored by the sanctioning body, the Automobile Club de l'Ouest (ACO) and was the fourth round of this year's FIA World Endurance Championship (WEC). I decided to attend over a year ago and obtained most of the required support through a tour operator.

After a few enjoyable days in Paris, Debbie and I took a TGV high-speed train west for a weekend in Brittany. We picked up our rental car and drove to Le Mans on 5 June. After checking in to our hotel in center city, our tour guide provided our badges and passes. Our group included PCA members including Ken Marks and the PCA Club Race Chair. Our hotel was near the train station with easy access to a parking garage, the Tram and to the Place de la Republique central square. The square was still buzzing with activity from the previous days' scrutineering of the cars entered in the race. Parking in town is readily available through a phone application. Driving is a good option every day since only took us 20-45 minutes to and from our hotel. The TI Tram line to the track is another option but requires a shuttle ride or a significant

walk from its final stop to get to the pit and paddock. I used it a couple of times during the week. It is not recommended for Thursday or Saturday nights, due to the large crowds departing the track late in the evening.

Tuesday, we drove to the track and parked in the Bleu lot that is very close to the Maison Blanche entrance next to the Porsche Experience Center Le Mans (PECLM) where our hospitality suite was located. The day was devoted to access to the paddock, driver autograph sessions, and the team pit stop competition. We took advantage of a smaller crowd to visit the Le Mans Museum. The Centenary exhibit included sixty former Le Mans winners. This included overall winners from Bentley, Bugatti, Ferrari, Ford, Peugeot and of course 917, 936, 956, 962 and 919 Porsches. The 1951 Rod Emory restored, class winning #46 Porsche 356 SL was prominently displayed. After lunch I waded into the various team signing sessions and managed a few words with 963 and 911 drivers. The Hendrick NASCAR Garage 56 (Innovative Class) Camaro pit crew impressed the fans by winning the pitstop competition. The car was also a fan favorite thanks to its growling V8 and finishing the race 39th out of 62 entries, ahead of several other class competitors.



CENTENARY 1923-2023

The following day a display of historic Le Mans cars filled the main square downtown. We headed to the track for the test day and free practice being conducted on the full Circuit that includes the public road from Tertre Rouge, down the Hunaudières Straight and around Mulsanne, Indianapolis and Arnage corners in addition to the permanent circuit Porsche Curves, Ford Chicane, Start-Finish Straight and Dunlop Curves. That afternoon I took my previously scheduled PECLM Hot Lap in a 911 GT3 driven by one of their instructors. It did not last nearly long enough but launching down the straight and turning into the Daytona and Michelin Chicanes was certainly quite a rush!

Debbie decided to take a day away from the track to explore the picturesque old town Le Mans. Thursday was a full day of Ferrari Challenge, Porsche Carrera Cup and Road to Le Mans (LMP3 and GT Cars) support races, followed by free practice and qualifying that culminated in Hyperpole for the top eight qualifiers in each class. The day ended with night practice, which is a pass/fail requirement for bronze and silver drivers. During qualifying and Hyperpole, Ferrari locked out the front row, Toyota was third and the US-based #75 Porsche 963 was fourth.

Pit lane was open to the public on Friday morning while support races were not on the track. The Drivers' Parade was held on the streets of Le Mans that afternoon. This is a very festive affair with thousands of people lining the sidewalks of the parade route. The drivers ride in open-top classic cars walk and interact with the fans for selfies as they throw promotional merchandise to the crowd. This year we sat at a café for lunch and then found a great spot away from the main square to watch the parade. After the parade we got our car and headed out to the village of Teloché where from 1951 to 1981, Porsche factory teams used a local "Garage of Legends" to prepare their cars and an auberge to sleep and eat. The owner would have meals available no matter when the crews would return from the track. During our visit, the community, like others around the edges of the track, held festivities that included a gathering of fifty Porsches. Then it was time to get back to the hotel to rest before race day.

Before covering the results of the race, a review of the Hypercar Class may be useful. In the top class, Porsche 963 Le Mans Daytona hybrid (LMDh) cars compete against Le Mans Hypercar (LMH) rivals Ferrari, Toyota, Peugeot, Glickenhaus and Vanwall and fellow LMDh rival Cadillac.



The Golden Hour descends over Dunlop Bridge



Is it real, or a toy?



Pit Lane at LeMans.

Maximum power, minimum weight, a 4:1 downforce to drag ratio, the choice of 671 bhp internal combustion gasoline engine, and Bosch Electric Motor are identical for both subcategories. However, LMH teams are free to design their own chassis and gearbox within specified parameters. They have the option to use an electric motor on the front drive train. LMDh teams must purchase a predesignated LMP2 chassis from Ligier, Oreca, Dallara (Cadillac) or Multimatic (Porsche). Hybrid systems are the same specification 40-68 (50) hp hybrid system. The gearbox hybrid system will be supplied by Xtrac with an integrated motor generator unit supplied by Bosch and batteries from Williams Advanced Engineering. In addition to having their own design, LMH cars have the advantage that their front-axle hybrid system provides four-wheel drive, with the combustion engine driving the rear axle. The often-criticized Balance of Performance (BOP) system is designed to ensure that LMH and LMDh will have comparable capabilities.

The Race

Pit lane and the grid were open Saturday at 2 PM prior to the opening ceremonies. The now-traditional arrival of the French Tricolor was conducted by a French Army helicopter from which a team of commando rappelled. The honorary starter, LeBron James, received the flag at the start-finish line and waved it to start the race at 4 PM. After one warm up lap under caution, the race was green flagged. The beginning of

the race was plagued by accidents and long cautions, due to necessary barrier repairs. Improved safety car procedures were favorably received. However, rain overnight and slow zone procedures played havoc for several teams.

In changing conditions with sunshine and occasional heavy rain showers, the #5 and #75 entries from Porsche Penske Motorsport spent time in the lead, as did the customer #38 run by Hertz Team JOTA. However, tire damage, technical defects and accidents threw all Porsche racing cars down the field in the top class. Porsche #5 spent more than 20 minutes in the pits during the night for repairs on the cooling system. This was exacerbated in the last hour by a defective drive train. After leading the race, Porsche #75, then driven by Mathieu Jaminet, rolled to a stop on the track at 10:44 pm without power. A lack of fuel pressure made it impossible to continue. The Porsche #6 car of Lotterer, Estre and Vanthoor went off the track several times and crashed into the barriers twice, losing 40 minutes. They lost 30 more minutes to replace a hybrid battery. It finished 11th in class. JOTA also led the race but crashed twice and had to replace a defective sensor. They finished 13th in class. Sunday Ferrari, Toyota and Cadillac fought for the podium spots. The best Porsche 963 finished the race in sixteenth place (9th in class) behind some LMP2 cars. Porsche's poor showing due to several mechanical failures and driver errors was possibly due to having to push their cars beyond their limits to keep up with the top three. Congratulations to Ferrari LMH for having such a competitive car in the first year of Hypercar.



A trio of Porsche 911 RSR-19, including "Rexy the Dinosaur", in the final year of GTE.



The Dempsey - Proton Competition 911 #77.



The Iron Dames crew had their best result, finishing fourth.

LMP2 - In the final year for Le Mans Prototype 2 (LMP2) cars being in the field they were unfortunately overshadowed by Hypercars. The competition was fierce as usual with the #32 ORECA 07-V8 powered Gibson from Inter Europol Competition winning the class.

GTE - In the last year for the Le Mans Grand Touring Endurance (GTE) platform, Porsche's final attempt for a victory in the category started with eight Porsche 911 GT3 RSRs, from five customer teams. Several Porsche teams led at times during the race but Proton Competition, Dempsey-Proton Competition and one Iron Lynx entry were involved in collisions or driving mistakes. The 911s of Proton Competition (#16) and Iron Lynx (#60) collided, while the leading Porsche #86 car spun into the barriers in the heavy rain. Dempsey-Proton Racing's #77 car became entangled in an incident with an LMP2 prototype. After four hours, the Iron Dames and Project1 – AO entries ranked first and second. The #911 of Proton Competition was in third place but at 11:37 AM, Michael Fassbender came into the Porsche Curves, lost rear grip, which catapulted him high into the left tire wall. He limped back to the pit garage, but it was race over. That left two cars fighting for the final podium spot. Third place went to GR Racing's Ben Barker, Riccardo Pera and Michael Wainwright who passed the Iron Dames' 911 of Sarah Bovy,

Michelle Gattling and Rahel Frey while they pitted due to a necessary brake disk change. A very disappointed Iron Dames crew had their best result, finishing fourth. Congratulations to the Corvette Factory Team for winning its final race in GTE.

The Porsche after action review will certainly be animated! Were the issues purely reliability? Were the drivers forced to push their cars to the edge and beyond to keep up? Was Multimatic the right chassis choice? Cadillac-Dallara had better results. Would choosing LMH to build their own car have allowed more flexibility and four-wheel drive? Why did the 911 GTE lack pace? Will the new 911 GT3 R be more competitive?

Based on this year's record 325,000 attendees, if you plan to go in 2024, now is the time to make lodging reservation and purchase entrance, grandstand tickets, a parking pass and, if desired, a hospitality suite. There are numerous ways to obtain this including by having an ACO Membership or contracting a tour operator who will do all the preparatory work. The more adventurous can join the thousands of fans who filled the vast infield campgrounds, that this year included Porsche CEO Oliver Blume and his wife in a tent atop their Black 911 Turbo S. Many of those on the infield stay up through the night. Doing that once in 2015 was enough for me! DV

JULY
2023



New Potomacans

JASON ALDAG
2003 911 Carrera
from College Park

MELVIN ALSTON
2019 Cayenne E-Hybrid
from Waldorf

MOHIT ARORA
2023 Macan
from Vienna

PETE ASHLEY
2019 718 Boxster
from Leesburg

DANIEL BLANKFELD
2013 911 Carrera Cabriolet
from Rockville

SHAO-CHUN CHANG
1998 Boxster
from Clarksburg

ROBERT DITTMANN
2014 911 Turbo S
from Fredericksburg

MARGARET EDWARDS
1987 944S
from Arlington
Transfer from Longhorn

JASON GILBERT
2007 Boxster S
from Herndon
Transfer from Space Coast

JAY HADDAD
2003 911 Carrera Cabriolet
from Olney

HAIG KONDAYAN
2020 911 Carrera S
from Bethesda

VERN KUEHN
2020 Macan
from Hamilton

RYAN KURRUS
1986 928S
from Fairfax Station

BRAD LUBIN
2006 911 Carrera S
from Fairfax

KEVIN MARVIN
1984 928S
from Owings

LEAKSMY NORIN
2021 Macan
from Arlington

SEAN OBANNON
2014 Cayman S
from Winchester

DEDE PERKINS
2016 Panamera
from Fort Washington

ERIK SCHRADER
2008 911 Carrera S
from Bethesda

KRISTEN SHORES
1992 911 Carrera 2
from Fairfax

J. SNYDER
2013 911 Carrera 4S
from Leesburg

CASEY SPIGLE
2004 911 Carrera 4S
from Ashburn

NATHANIEL TOTTEN
1983 944
from Arlington
Transfer from Longhorn

LAWRENCE TURNBULL
2008 Cayenne Turbo
from Leesburg

VANDANA VENKITESWARAN
2023 718 Boxster
from Laurel

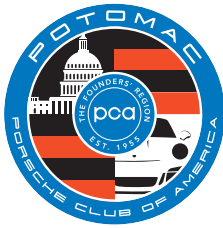
SUPERIOR
AUTO DETAILING
CONVENIENTLY DONE AT
YOUR HOME OR OFFICE.




REFLECTIONS
AUTO SALON
571-233-7984
@reflectionsautosalon
www.ReflectionsAutoSalon.com


Todd Baldwin
WTCLOTHIERSSTUDIO.COM
Fast Clothing for Fast Cars

**AUGUST
2023**



PCA Potomac Anniversaries

5 YEARS

John & Tom Jennrich
Christian & Kristen Calvo
Shawn Setherley
Darren George
Cameron Groves
Rick Schwab
Walter Berger
Ronald & Alexander Bank
Behzad Parva
Brian Cooper
Stephen & Sari Taft

10 YEARS

Chris & Nicole Del Rosario
Terry Yarbrough
Richard Grime & Sally Belcher
Harvey & Ryan Ernest
John & Penny Denegre
Brad & Catherine Hoopes
Marquett Smith
Michael & Eve Swartzell
Charles & Catherine Carmichael
Keith Persson
Todd Upchurch
Peter & Mackie Rich
Robert & Marc Dorfman

15 YEARS

Andrew & Greg Murray
Peter & Ida J. Simon
Gary Baker
Thomas & Julie Barns
Alex Lunsford & Virginia St. John
Jeffrey Dearth
Dean & Tacy Telego

20 YEARS

Gunther & Charlotte Imer
Daniel & Kathy Judge
Grant Crowder

25 YEARS

Christina Young & Graham Hall
James & Sue Zinn
Charles Mandolia & Michelle Lore

30 YEARS

James & Marydonna Judge-Henry
Michael & Harris Levitas
M Tribbie

35 YEARS

John & Tamara Geissler
Kurt & Debra Steinbacher
Mark & Stacey L. Boggs

Mark Alexander
571-639-6609
mt@ftcnova.com
ftcnova.com

Private CCW Instruction

PROTECT YOUR HOMELAND

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 Driver Education event or just an entertaining Drive & 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!

ADVERTISERS' INDEX

Auto-Therapy	8
Autobahn	8
Auto Sportsystems Group	3
BlueRidge Motorwerks	36
Craftsman Auto Care	4
FTC	35
Grenier Law	36
Intersport	2
OG Racing	5
Porsche Silver Spring	3
Porsche Tysons	9
Radial Tire Company	IFC
RPM	8
SSI	9
Superior Auto Detailing	34
TPC	3
Westminster Speed & Sound	8
William Clothiers	34



Blue Ridge Motorwerks

Rally Builds and Restoration Services

Schebisch Bros AUTOMOTIVE

Restoration Services



Inquiries and Estimates:

(703) 622-0574

info@blueridgemotorwerks.com

GRENIER LAW GROUP. PRECISE HANDLING, TURBOCHARGED AND INCREDIBLY RESPONSIVE.



If you need the services of the best personal injury lawyer around, look no further than Peter Grenier and Grenier Law Group.

Peter has been named "Washington's Hottest Personal Injury Lawyer" by Washingtonian Magazine and has also been honored by the National Law Journal for achieving one of the top 100 largest annual verdicts awarded in the US — this among numerous accolades for his work over the years.

For a free consultation, contact Peter at **202-768-9600** or via email at pgrenier@grenierlawgroup.com. As his clients will readily testify, Peter is absolutely driven to get results. www.grenierlawgroup.com



Peter Grenier. "Washington's Hottest Personal Injury Lawyer"



erin levitas
FOUNDATION

educating
youth
to prevent
sexual
assault

COMMUNITY SERVICE 2023

AUCTION

there is still time to

DONATE an AUCTION ITEM!



Silent Auction Donation Ideas:

Photo Shoot, Weekend Getaways, All-Inclusive Trips, Hotel Stays, Airline Tickets, Date Nights, Spa Days, Brewery Tours, Sunset or Harbor Cruises, Museum Tickets, Theme Park Tickets, Comedy Nights, Hot Air Balloon Rides, Outdoor Adventure Activities, Sporting Event Tickets, Sports Memorabilia, Meet and Greet With Athletes, Golf Outings, Ski Passes, Yoga Classes, Spin Classes, Concert Tickets, Backstage Passes, Signed Instruments or Albums, Music Lessons, Local Restaurant Gift Certificates, Wine Tastings, Cooking Lessons, Food Gift Baskets, Landscaping Services

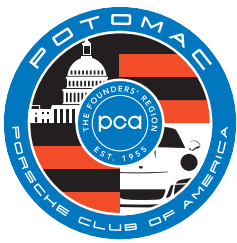
**Bidding
Begins**

September
12th

**Bidding
Closes**

Saturday
September
16th

CONTACT communityservice@pcapotomac.org
Chairs: Pat Kaunitz & Marcie Calcagno



Porsche Club of America
Potomac, The Founders' Region
4196 Merchant Plaza
P.O. Box 223
Woodbridge, VA 22192

PRST STD
US Postage Paid
Permit No. 339
Winchester, VA

JOIN PCA

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.

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Drivers' Education with free Tech Inspection for members, Concours, Drive n' Dine, Autocross, Rallies and other social events.

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

