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COVER PHOTO: By Robert Manka, taken at this year's Deutche Marque Concours

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Greater Than the Sum of Its Parts



Alan French
Co-Editor

June was a busy month for Potomac. One Autocross, two DE's (Summit Point Shenandoah Circuit and Pitt Race) and the extravaganza that is Porsche Parade. Accounts of all these events can be found in this month's **DER VORGÄNGER**. Porsche ownership and PCA membership sure opens up a world of excitement.

Almost all Porsches I drive, excite me. Porsches wake me up better than any alarm clock or ice-cold shower. This excitement can require taming and sometimes curbing to avoid going directly to jail, and not collecting the \$200 while passing through Go. To tame the excitement into something fun and productive, I turn to events that help me learn. I learn more about Porsche history, geography, maintaining the car for longevity, getting the best out of the car on road and

track, and getting the best out of me too. Almost everything we do at Potomac has a learning component. We'll even teach you how to have fun!

PCA membership to me, is much more than a discount card and a couple of fine magazines each month. Some of you may not even realize that your membership card gets you discounts at some dealerships and friendly outlets. Perhaps most important, I also get a lot of pleasure out of meeting all of you at our events. Being with you all validates my excitement in driving, owning, and sharing Porsches. You help me feel it's normal to be excited about a car.

As someone who ran cold at the mere mention of a club, I wondered how in the Trabant did I get here? It's a long story that involves some quirky introductions and some darn

friendly folks. I now recognize that Potomac has a much wider membership than my initial perception: that clubs like ours were led by a bunch of old men getting outraged by members who liked the occasional Corvette, or only young men in hoodies, hanging out in parking lots, waiting to show us how fast they can leave.

As co-editor of this historic publication, I want to make sure we represent in DV, the real diversity in our region's membership, and encourage the vast majority of Porsche owners who don't belong to PCA, to come out and meet some darn friendly folks who will make you feel right at home, with a Porsche in the drive. DV

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Potomac Rocks Porsche Parade: It's Not (Just) the Cars, It's the People!

Even though the Porsche Parade, like PCA itself, originated in the Potomac Region, Potomacans have not had a large presence at recent Parades. Years ago, friends from the Chesapeake region accepted a Potomac award on our behalf when none of us were there. Not so for Parade in June in the Poconos of Pennsylvania—the largest Parade ever with more than 3,000 people and 1,000 Porsches—where more than 110 Potomac new as well as long-standing members showed up to support our region!

I was delighted when I introduced myself to a fellow Porsche enthusiast and they said "Potomac? Everyone I meet here is from Potomac!" From Bill and Beverly Tate's 1958 356A T2 Speedster to Brian and Mia Walsh's 1980 911 SC Weissach Safari Build to Stephen and Lynn MacKellar's 2018 GT3 Touring to Rob and Jeanette

Gionfriddo's 2018 718 Boxster, to name just a few, Potomac members represented our region with multiple entries and trophies from Concours to Rally to the Technical and Historical Quiz, culminating in Potomac's Honorable Mention for Public Service and 2nd Runner Up award (second year in a row!) for Region of the Year! It was a proud week, and our region awards celebrate the hard work of hundreds of you who help us hold more than 100 events each year. And, in true Potomac form, our members didn't hesitate to volunteer at Parade, serving as judges, greeters, and more.

A classic example of Potomac's can-do attitude was an impromptu social hour for Potomac members and special guests. Mia Walsh provided the suite and new member Brindisi Chan—with the assistance of Lou Bartolo and

Dusan Vujosevic—made magic happen in short order to serve up a bountiful buffet. Mike Smalley proved that every 993 should be equipped with a frozen margarita machine, which he put through its paces. Potomac had a great turnout, great conversations, and great fun!

Glenn Havinoviski outdid himself by organizing a Potomac Drive and Dine at Parade for more than 90 of us! Thanks to 16 volunteer leaders and sweepers, we had a terrific drive through the twisties to Desaki Restaurant, where we had entertaining hibachi chefs, bountiful food, and a fabulous DJ.

Thank you all for making our region a standout among 147 PCA regions! See you at Parade next year in Palm Springs, California, and in 2024 in Birmingham, Alabama! DV



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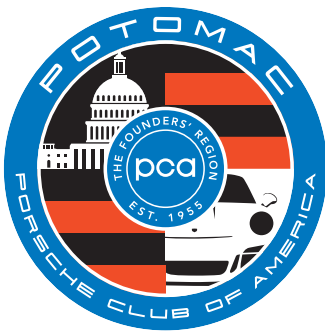
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2022 CALENDAR OF EVENTS

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.

AUGUST

-  **12-14**
Dead Presidents' Tour
Charlottesville, VA
-  **13**
Food Bank Drive
@ Dead Presidents' Tour
-  **21**
Gathering of the Faithful
Augustoberfest, Boonsboro, MD
-  **27-28**
Jets and Lighthouses Tour
Solomons, MD
-  **27-28**
Vets at PAX Museum
@ Jets and Lighthouses Tour

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SEPTEMBER

-  **16-18**
Potomac Club Race
Summit Point, WV
-  **16-18**
Club Race Volunteering
Summit Point, WV
-  **18**
Autocross #5
Summit Point, WV
- 23-25**
Tour to Simeone Museum
Philadelphia, PA

CLUB Announcements

CONGRATULATIONS

Christopher & Martha Granger for 45 years of membership. We thank you for your continued support.

PCA PORSCHE PARADE AWARDS

Congratulations to the Potomac Region and the members who came away with awards:

National Awards

2021 Region of the Year – 2nd Runner Up
2022 Public Service Award: Honorable Mention

Concours

2022 Preparation Group II Winner:
Stephen & Lynn MacKellar
2018 GT3 Touring

Group I - Preparation Class PP02S: Street 914
2nd place - Matthew & Alec Stanton
1971 914-6

Group II - Preparation Class PP12S: Street 991/992
Model Years 2013 – On
2nd place - Jeff & Briget Wynne
2016 911 Carrera GTS Club Coupe

Autocross

S05O Class Winner – John V. - 2015 Boxster S
S05W Class Winner – Diane S. - 2015 Boxster S
S08O Class Winner – Dusan V. - 2018 911 GT3
P01O 2nd Place – William T. - 1958 356A T2 Speedster
P02O 2nd Place – Tyler J. - 1988 944 Turbo

Technical & Historical Quiz

911 (964, 993) - 1st place - Stephen MacKellar
356 Class - 2nd place - William Tate

POTOMAC MONTHLY BRUNCHES & LUNCHESES

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.

Virginia

First Saturday of each month, 11:30am
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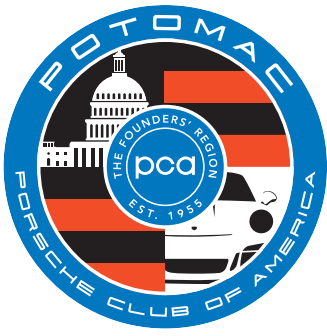
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Potomac Program Highlights

AUTOCROSS



Dave C. pushes his white GT3 through one side the course, while Scott B. guns his GT3 Touring to the finish line on the other side of the course

Wet Versus Dry: Autocross #3

STORY BY: TESSA HALL

PHOTOS BY TESSA HALL & JORDAN STRAIT

If you look closely at the results for Autocross number 3, you may notice certain classes of Porsches that seem much slower than others. Strangely, a lot of these “slower” Porsches have a lot more horsepower than those that beat them. That’s because the first half of the event was driven in the rain while the second half had completely dry pavement.

A good example of how drastically conditions can affect handling is to look at a vehicle that was driven in the morning during wet

conditions but also in the afternoon in dry conditions. Vince V. drove his 2018 Porsche 911 4S in the morning in the wet and got a best time of 76.201. He graciously lent his car to Steve B. to drive in the second heat, which enjoyed dry conditions. Steve’s best time was 65.467, a difference of almost 12 seconds. It works out to coming across the finish line 15% more quickly in the dry versus the wet. If you were driving on a regular road in dry conditions going 60 mph, you would need to go 51 mph to have roughly the same amount of traction in this instance. Food for thought the next time you drive in the rain.

Yes, the weather can be unpredictable at Summit Point, where we’re holding our Autocross events this year. It makes for some very interesting conditions to truly test your Porsche in ways you may never have considered, especially if you ride along with other drivers.

Picture yourself riding in that 2018 Porsche 911 4S, first in the rain, feeling the car push straight forward when the driver tries to turn – compared to hearing the tires squeal happily in the dry as they

hug the pavement, rejoicing in the grip. As much as I love driving in the rain (it drastically better your overall driving skills), I'm jealous I didn't also get to drive in the dry conditions. Steve drove in the same class I'm in for this event: S5.

Fortunately, the season standings are calculated based on how many events you do in a class. Steve's done every Autocross so far this year in a different car. Don't feel too bad for Steve, though. He has his own car, which he brings to plenty of Autocross events. But when your car has slicks on it (tires with no tread, just smooth rubber that has fantastic grip - in dry conditions) and it's going to be raining at the event...well, it sure is nice to have a friend with a 4S. DV



Jeff G. on his way to 3rd place in the P3 class in his 987 Cayman S



Lining up on grid, waiting to be called to the start of the course



No need to dial 911 - Chairman Braun, course designer extraordinaire, is actually helping Bob line up the cones

Results - Autocross #3 - June 11th, 2022 Washington Circuit, Summit Point, WV

Fastest Times of Day

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	S4	Rafael	G	Porsche Boxster S	63.789
2	P3	Duyane	N	Porsche 996	64.76
3	P3	Jeffrey	B	Porsche Cayman S	64.996

Class Winners

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	I	John	C	Porsche 996 C4S	66.877
2	I	Robert	S	Porsche Boxster S	67.293
3	I	Graham	M	Porsche Boxster S	67.915
1	P3	Duyane	N	Porsche 996	64.76
2	P3	Jeffrey	B	Porsche Cayman S	64.996
3	P3	Jeff	G	Porsche Cayman S	65.709
1	P4	Greg	K	Porsche Cayman S	67.055
2	P4	Steve	F	Porsche 997 Carrera S	68.169
3	P4	Alexis	V	Porsche Cayman S	71.536
1	P5	David	M	Porsche Cayman GT4	70.807
2	P5	Roland	P	Porsche GT4	77.082
3	P5	William	M	Porsche Cayman GT4	78.771
1	S1	Luigi	C	Porsche Boxster	77.304
2	S1	Joel	V	Porsche Cayenne E-Hybrid	79.760
1	S2	Paul	B	Porsche Carrera	72.586
2	S2	Paul	G	Porsche 968 cab	76.485
1	S3	John	B	Porsche 997 Carrera	66.028
2	S3	Michael	P	Porsche Boxster	67.776
3	S3	George	E	Porsche Cayman	71.078
1	S4	Rafael	G	Porsche Boxster S	63.789
2	S4	Mark	H	Porsche Cayman GTS	66.077
3	S4	Greg	H	Porsche Cayman S	68.385
1	S5	Steve	B	Porsche 911	65.467
2	S5	Amanda	A	Porsche 911 Turbo S	73.347
3	S5	John	C	Porsche 911 Turbo	73.633

Overall Standings after AX#3

Rank	Class	First Name	Last Initial	Car	Points
=1	S4	Rafael	G	Porsche Boxster S	33
=1	S3	John	B	Porsche 997 Carrera	33
=1	P5	Roland	P	Porsche GT4	33

Class Standings after AX#3

Rank	Class	First Name	Last Initial	Car	Points
=1	I	John	C	Porsche 996 C4S	28
=1	I	Robert	S	Porsche Boxster S	28
1	M	Kurt	L	Porsche Boxster	12
2	M	Spencer	O	Porsche 996 Carrera 4	9
1	P1	Brandon	J	Porsche 944	12
1	P2	Drew	L	Porsche Carrera	12
1	P3	Duyane	N	Porsche 996	29
2	P3	Jeffrey	B	Porsche Cayman S	21
1	P4	Greg	K	Porsche Cayman S	24
2	P4	Alexis	V	Porsche Cayman S	23
1	P5	Roland	P	Porsche GT4	33
2	P5	Chris	R	Porsche Cayman R	21
1	S1	Phil Di	R	Porsche Macan	12
2	S1	Joel	V	Porsche Cayenne E-Hybrid	9
1	S2	Paul	B	Porsche Carrera	24
2	S2	Barb	B	Porsche Boxster	19
1	S3	John	B	Porsche 997 Carrera	33
2	S3	Michael	P	Porsche Boxster	21
1	S4	Rafael	G	Porsche Boxster S	33
2	S4	Mark	H	Porsche Cayman GTS	19
=1	S5	Steve	B	Porsche 911	12
=1	S5	Juliana	W	Porsche 911 Turbo S	12



Potomac Porsches, all teched up and raring to go

Sun Shines on Shenandoah Circuit

June 4-5th, Summit Point

STORY BY SUSAN KIMMITT AND BOB MULLIGAN, PCA POTOMAC DE CO-CHAIRS

PHOTOS BY BOB MULLIGAN, COLLEEN REICHE, ALAN FRENCH

June 2022 was another busy month for PC Potomac's DE program. We started the month with our yearly two day visit to Summit Point's Shenandoah Circuit on the first weekend in June. Pleasantly, this year there were no Cicadas to be found, differing from last year's Shenandoah event, and we enjoyed perfect track weather. Shenandoah is the same track length as Summit Point Main, but with eight more turns and plenty of elevation changes. On- and off-camber turns, increasing- and decreasing-radius turns, and our old friends, blind apexes, show up everywhere on the circuit. The skid pad at this track is directly in the middle of the paddock area, giving everyone a great view of drivers skidding, sliding, and of course, spinning on the slippery wet surface. We welcomed a total of 102 drivers and many volunteers to this event, and had many well deserved promotions to higher run groups achieved. DV



Henrik's GT3 smiles for the camera



Marie B. and Rich Q. having fun on the skidpad



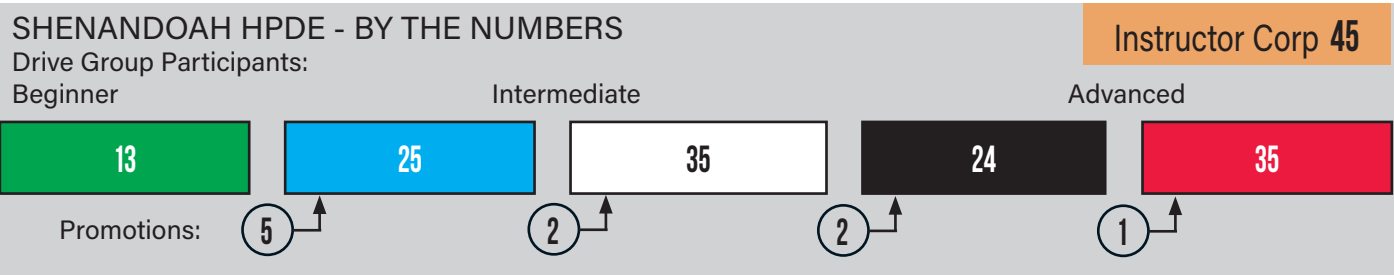
Club Secretary, Ed, and volunteer, Ali, experiment with massage techniques on Michael, while Walter, bottom right, looks at the camera seeking sympathy, "See what I have to put up with?"



Club VP Steve B. pushes the Croc through Big Bend



Left to right, Community Service Chair, Pat Kaunitz, Student Driver, Chris K., and the Club's Scotsman, Safety Chair and Instructor, Dirk Dekker





The white run group lining up on the Zipper Grid

Pitt Race Challenges Potomac

June 24–26th, Pittsburgh International Raceway

STORY BY SUSAN KIMMITT AND BOB MULLIGAN, PCA POTOMAC DE CO-CHAIRS

PHOTOS BY BOB MULLIGAN, COLLEEN REICHE, ALAN FRENCH

The 4th weekend in June found PCA Potomac traveling to Pittsburgh International Race Complex (Pitt Race). This has become a yearly trek for us, as everyone loves this challenging racetrack, which is pleasantly accessible at about five hours from both the Washington and Baltimore beltways. This year we had 132 drivers enjoying the rolling hills of western Pennsylvania. This track is 2.78 miles in length, on 427 acres in Wampum, Pennsylvania. This facility has many notable features that present a professional and challenging driving circuit while also providing all the convenience we could ask for. The track management is always particularly involved, courteous and available throughout the event. The grid where drivers line up to enter the track is a "zipper" configuration which makes for compact and efficient grouping of the cars

and a lot of fun exiting onto the track when the green flag flies. The track is known for elevation changes, plentiful elevation changes, blind and off camber turns, even more elevation changes, and a surprisingly high speed "kink" turn on the main straight (which is not very straight!). The facility has many great spectator viewing points to see on the track action. Lunch was available each day via Smokin' Dave's BBQ, out of what maybe the largest food truck we've seen, and was only outperformed by the Happy Hours presented by Potomac in the garages where participants enjoyed beverages and snacks when the track went cold Friday and Saturday evenings. A great time was had by all and we look forward to next year's visit. **DV**



Cayman 44 - Steven L. smooth through Turn 3



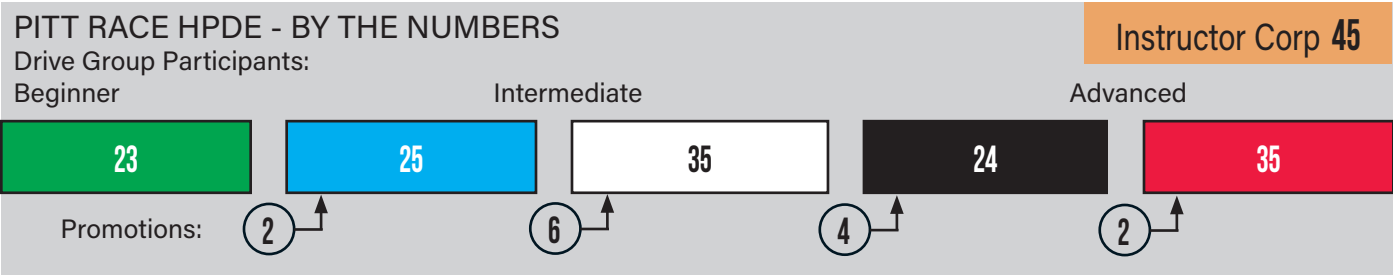
Cayman 718 - New student, Matt H., having fun in Dad's 718 Cayman



Cayman 94 - Kira M. learning Pitt Race for the first time



Jim M. and Lara P. trying to decide between end-of-day maintenance and Happy Hour fun



COMMUNITY SERVICE

Big Fundraiser Approaching!

STORY AND PHOTO BY PAT KAUNITZ



Michael Levitas works hard to get competitors' grime off his car with auction donor Griot's products

For more information, contact Pat Kaunitz at communityservice@pcapotomac.org

We are approaching our biggest fundraising event of the year... the Erin Levitas Foundation partnership with the ROCK the SUMMIT Club Race. This marks the fifth year of our partnership.

Each year our support has enabled the growth of a first-of-its-kind classroom curriculum educating youth to prevent sexual assault - teaching middle school students attitudes and behaviors that keep them and others safe. This education, prior to when escalated behavior is typically seen, can reduce the likelihood of being a victim or a perpetrator.

And now, your support is reaching BEYOND THE CLASSROOM and into the hands of caregivers everywhere. The children's book, *Every Body Talk*, is newly available, providing the basis for conversations about bodies and boundaries. A Teacher/Educators Training Program is also launching soon. The generosity of the PCA community will reach hundreds to prevent sexual violence in our communities across the nation.

MORE THAN A PARTNERSHIP

PCA Potomac Region member Michael Levitas helped start the Erin Levitas Foundation after his daughter, Erin, at 22, lost her life in 2016 to cancer. She dreamed of going to law school to prevent sexual assault and support survivors after she had a personal experience with rape. Erin wasn't able to live out her dream. This foundation is her legacy. Each member's support and devotion have helped make Erin's dream a reality.



educating youth
to prevent
sexual
assault

AUCTION



*there is still
time to donate
an auction
item!*

Coming Soon to

www.erinlevitas.org/pca

**Online
Preview
Opens**
September
1st

**Bidding
Begins**
September
14th

**Bidding
Closes**
Saturday
September
17th

Racing Experiences

Are you looking for a racing experience? Perhaps time on your favorite track? What about a virtual head-to-head with a pro? Maybe a coaching session? We have it all!

Racing Gear

Need stuff for you and your racecar? Maybe a new set of rubber? How about something special for your suspension? Maybe something to keep you cool? There could be some items here to keep both you and your car happy and safe!

Lifestyle

Do you like wine? How about cigars? How about some Porsche Motorsports swag or a bucket full of Griots? Motorsports art? How about a vacation that has NOTHING to do with cars? This and MUCH, MUCH MORE!

COMMUNITY SERVICE 2022

communityservice@pcapotomac.org
Chairs: Pat Kaunitz & Don Keppler



John, Diane and Daniel enjoy the Pennsylvania sun

My First Parade

(But Definitely Not My Last)

STORY AND PHOTOS BY JOHN VRANKOVICH

I was told I would be attending Porsche Parade 2022. Well, it's more like Mia Walsh asked me if I would be interested, and it's so hard to turn her down, so enthusiastic! Because both Mia and Diane Sullenberger were attending again this year (Past and current Potomac Presidents) I figured they would require a security detail. Luckily, Daniel Salsbury and Mike Smalley were also planning to attend, so we formed the core of a motley crew, hoping to represent the Potomac Region.

Now, I hate to admit this, but I've never been that interested in just looking at cars, even if they are Porsches. My ADHD tendencies steer me toward more active engagement with vehicles. So, I was a bit worried that I might not be interested in spending an entire week at Parade. So, with a bit of skepticism, I headed up to the Poconos on Sunday to join my Potomac friends.

Concours

Oh my, this was the event I was worried about. My cars, like Mia's, frequent a racetrack more often than a wash.

Concours was a whole other level of OCD I had not experienced before. This would not be an event I'd be participating in, probably ever. Luckily though, Daniel and Brian and Mia Walsh brought steeds from their Porsche collections to present.

It was the first time competing in Parade's Concours for both Daniel and the Walshs. Many lessons were learned. The first, and most important one, encountered by the Walshs, was that you should enter your car in the right class. Brian and Mia brought a beautiful, and new to them, 911 Rally car in what appeared to me, a complete neophyte, a perfect specimen. But it turned out that this gorgeous example was just hanging out with the wrong crowd.

Daniel entered his 911 SC, which he also drove to Parade. I'll leave the details of what Daniel learned for him to describe in his own article. The judging of Daniel's car was the first time I came to understand the nuances of Concours. I can only describe it as more detailed and precise than a crime scene investigation at the site of a murder.

TSD Rally

The next day, Mia and I partnered up for the Time Speed and Distance (TSD) Rally. She had me attend the TSD training the prior day. Little did I know that she, like me, had no experience doing TSD Rallies. If I had known, I would have paid more attention.

We used her Boxster (there is no better car for a long drive, in nice weather) and somehow it was decided that she would drive, and I would navigate. I think she was assuming my classwork time would pay off. No sooner than the first turn, the starting turn, we made a mistake. We came to a stop too close to the stop sign and apparently the GPS-based timer started, as we sat

there waiting a few minutes to begin our run. Luckily, I think the rules take pity on large mistakes like this and our penalty wasn't as bad as we expected. As we progressed, section by section and turn by turn, we gradually became more accurate. In the beginning we were minutes off the desired time but by the end we were down to just a few seconds.



John and Mia Rally On!

We finished mid-pack, so we were both surprised and pleased with our results. Apparently, for our class, we could have used some capabilities of the computer in the car, but we stuck with the seat of the pants. I told her where and when to turn and what speed to drive, making slight corrections along the way. We ended up having a lot of fun and we both look forward to doing Rallies in the future.

Autocross

Now for the event I'd been waiting for, one that I've enjoyed competing in for years. Unlike most autocrosses I've done, this event was on a racetrack, the infield circuit at Pocono Raceway. The course design was open and fast. I believe it was set up to be easy for those with not much autocross experience but fast for experienced drivers. Both Diane and I borrowed Mia's 2015 Boxster S (stock 05 class which ran on the first day). Thanks, Mia!

To Diane's and my delight, we both ended up winning first place in our class. My time in a stock class car was competitive



The Porsche Parade autocross competitors line up on grid

with many of the higher-level classes and the more-prepared cars, so I was very satisfied with my performance. In my everyday life I not only enjoy competing but also instructing, so I was pleased to be asked to instruct on both day one and two. I probably got more joy from instructing than driving at the event.

Drive and Dine

One of the best experiences I had at Parade was getting an opportunity to drive Mike Smalley's immaculate, supercharged 993, his first Porsche. I paired up with Mike to travel to the drive and dine dinner location. Mike unfortunately had a critical work situation crop up that day and had to take a call on the drive. So, he handed me the keys (what was he thinking!). After driving about 30 minutes Mike said, "you know, you're the first person who has driven me in this car." Well, no pressure. I'm glad Mike told me this towards the end of the drive. I was already driving it with respect and care, but all that ended when I stalled it at a light and "had to" catch up to the drive and dine group! Thanks, Mike, for the experience and trusting me with your baby.

That evening, the Potomac team closed down the disco with some impressive, uninhibited moves; nowhere near as impressive, though, compared to our competition, a bunch of very talented middle-school kids who seemed to know songs from this century, an unfair advantage if you ask me! Mike also led us in a very memorable performance of "Shout," which will be hard to ever top.

After attending my first Parade I've now gained an appreciation for 'just looking' at beautiful, classic machines while also spending time with friends, meeting great people from other regions, and competing in driving events. Parade itself was great, but spending it with my Potomac friends was priceless. I hope to see many of you in Palm Springs next year. Now I just need enough Potomac friends to go along, and I need to figure out how to get a car there. Road trip! DV



The award winning John Vrankovich



Concours preparations underway inside the ballroom

Parade Concours, the Big Leagues

STORY AND PHOTOS BY DANIEL SALSURY

I knew I was in trouble. I had applied multiple coats of wax, scrubbed the leather with a toothbrush, and polished up my 1982 911 SC in preparation for the 2022 Porsche Parade Concours. But it rained on the 4-hour drive Sunday morning as I sped along with the flat six singing. Uh-oh...

Arriving on Sunday afternoon, the concours prep was already in full swing. There were stunningly clean Porsches everywhere. You name it, it was there. Speedsters. Check. Slant-nose 930s. Yup. GT4s, GT3s, GT3 RSs. Yah. GT4 RS. Oh yeah. And that was just in the parking lot. As a newbie to Parade and the concours scene, I was surprised to see an entire giant conference center sized hotel ballroom full of Porsches on tarps, surrounded by their caretakers busily cleaning and polishing. Power buffers, creams, waxes, Q-tips, and a myriad of other cleaning products were in use. (Figs. 1, 2)

Walking back outside, I took my wine red metallic SC over to the Griot's car wash station and cleaned off the road grime and bugs. I had packed the frunk full of blue microfiber towels and got to work carefully drying the car to remove any water spots. The weather was not cooperating and as soon as I drove back to my designated concours spot it started to rain again. Uh, oh... It was late on Sunday and I still had Monday morning to do last minute preparations, so I headed to the Pirelli welcome social instead.

I left my hotel room early Monday morning and trekked across the parking lot to finish prepping the car. Microfiber towels and Speed Shine in hand, the last round of cleaning was completed. I emptied out the frunk, took another look inside the car, and thinking I was clever remembered to remove everything from the glovebox.

An hour or so later the judging started. I should have taken Brian Walsh up on his offer of tape to help pick up lint from the carpet. This was a serious crowd. The judges looked at the exterior, interior, engine compartment, front trunk, and examined the tool kit. The engine on my 94,000-mile



Applying finishing touches to a 1997 993



The team of judges examining nooks and crannies on Daniel's 911SC
(Did you lose points for parking in that spot, Dan? - Ed)

SC is clean, the interior redone, paint in good nick, and the car was getting attention. This was gonna be easy after all. Uh, oh...

My confidence plummets when the first judge has to wipe his finger on his pants after finding dirt inside the rubber gasket around the frunk. Stains on the carpets I had never noticed were now the size of quarters. Waters spots were inside the engine compartment. There was dirt on the sidewall of the tires.

The judges spent 30 minutes pouring over every nook and cranny. (Fig. 3) When they were done, the head judge called me over and said, "Daniel, it's like you entered the Super Bowl without going to the playoffs." (Ouch!) He then proceeded to coach me how to better prepare for the next event. Each of the four judges made a point to tell me something positive about the car and to provide insight on how to address a deficiency they found.

With the judging portion over I could relax and take in the amazing machinery assembled in the event. A 1984 SC/RS safari car that had just completed a three-year restoration was my favorite. (Fig 4)

I didn't win my class, but I learned a lot, had fun, was safe (oops, wrong event), and met a great group of people (even the judges!) with a passion for Porsches. Who knows, maybe I'll try again at the next Parade in Palm Springs. DV



Stunning 1984 SC RS Safari build



Another Vintage Rally

STORY BY LINDA DAVIDSON

PHOTOS BY CRAIG DAVIDSON AND TONY PAGONIS

We really love rallying. It started in 2007 when we got our first 911, and participated in the PCA gimmick rallies run by the late Gary Brindle. We took over the program and ran it for 13 years, during which time we sought out rallies run by other car clubs so we could participate. But it wasn't until 2017 when we did our first New England 1000 with Vintage Rallies of Sharon CT that we really found our passion. We have now completed eight of these extraordinarily well planned and executed events, four in New England, three in the mountains of Virginia and West Virginia, and one in Texas. The latest was the 30th anniversary of the New England 1000, and we already have plans for the next one this coming fall in Santa Fe, NM.

Over the last five years we have talked about these rallies with many PCA members, and have convinced a few to try them out. John and Carol Evans have done three, Tony and Cindy Pagonis just finished their second, and DV co-editor Glenn Cowan and his wife, Kathy, just completed their first. Once you've experienced the fun on these adventures, it's hard to not do it again...and again...and again.

Our hosts, Jean and Rich Taylor, started these rallies as a stateside version of Italy's Mille Miglia. They lay out outstanding drives through mountain passes and national

parcs; take care of all the hotels; plan three meals per day; provide staff to transport all our luggage, and mechanics to fix any car that breaks down during the week. They also have loaner cars in case your car can't be repaired quickly. And don't forget the swag bag with coats, shirts, hats, and supplies to keep your car looking its best too. These rallies also have provided the Taylors with the opportunity to donate more than \$2 million to charities over the years.

This year, 57 cars were entered – including 4 Jaguars, 7 Ferraris, 11 Porsches, 6 Aston Martins, 2 Mercedes Gullwings, and 4 Maseratis. One of the Jags was a 1953 Mark VII, driven by Donald Osborne of “Jay Leno's Garage” fame. There was a 1952 Cunningham C-3, of which there are only 35 in existence, and a 1953 Arnolt Aston Martin Bertone of which there were only three built (this particular one was actually a class winner at Pebble Beach! Check it out at www.astonmartins.com/car/db24-spider-by-bertone). It had no roof, which became problematic when it rained (and it did!). There was the first ever Lamborghini in a Vintage Rally – bright orange with matching shirts for the driver; a 1960 Kellison J-4X with no windows driven by Jay Lamm (of 24 Hours of LeMons lore), whose father was a close acquaintance of our host; and a 1974 Lotus Europa Twin-Cam Special that



Linda and Craig still having fun



Jay Lamm with his 1960 Kellison J-4X

was shipped from Sausalito CA, only to break down on the first day (Lots Of Trouble, Usually Serious). Unfortunately, the mechanics could NOT repair it (What did I tell you?), so the driver got to compete for the week in a Mazda Miata, and then ship his Lotus back to California. The field was rounded out with an assortment of BMWs, Corvettes, an Audi, an Alfa Romeo Giulia Sprint, and a Saab. This convoy definitely turned heads wherever we went!

One of the other enjoyable facets of these rallies is the people who participate. They come from every corner of the US (and sometimes from other countries!), and we look forward to seeing some of the “regulars” on these tours. Almost all of these folks have car collections, and never seem to show up in the same car twice. Our personal collection can be counted on one finger – one guy who we’ve met at multiple rallies, greeted me with “Red Porsche, right?”, even though I had a name tag around my neck! And the most frequently heard question is “What are you driving?”

Each day’s drive averages a little over 200 miles, broken down into 4 or 5 shorter stages. Some are timed, some are

not. This particular rally included the shortest stage ever at 35 miles, and the longest at 115. Overall, there were eight timed legs in which teams were given an “out” time and the number of minutes expected to complete the leg. Cars have to cross the “in” checkpoint at EXACTLY the right second so as not to accrue any points. Every second either early or late gets you a point, with a maximum of 500 on any given leg. The goal of the week is to have ZERO points. Other legs are less stressful “transit” legs, just to get us to a particular destination. Besides being into cars, our hosts are also extremely well-read history buffs. Many of our stops are either car collections, museums, or someplace of historical significance.

Day One was a 205-mile loop starting and ending at the Equinox Resort in Manchester, VT. The first two stages took us to Plymouth Meeting, the childhood home of President Calvin Coolidge, and then to lunch at The Grafton Inn built in 1801. After lunch we drove through the Green Mountain National Forest on our way back to the hotel, and dinner was staged in the middle of an art museum with buffet tables set up in all the rooms. Score today: Zero.



1953 Mark VII Jaguar, driven by Donald Osborne of “Jay Leno’s Garage” fame

Day Two was another 219 miles divided into six stages. The first stop was an authentic Vermont Country Store, best described as “Walmart before Walmart existed.” We were all given 10 dollar gift cards, but I guarantee everyone went over budget! The second stop, and lunch destination, was the historic Shelburne Museum. This 1000-acre family estate encompasses 25 historic buildings that have been relocated here, including barns, a lighthouse, a 1915 steam engine, and the 220-foot steamboat Ticonderoga built in 1906. There were also 225 horse-drawn carriages scattered throughout the property along with interesting art exhibitions. After lunch the next stop was at Vermont SportsCar, a 75,000 square foot shop from which they run Subaru Motorsports USA. The tour took us through fabrication of these unique rally cars to race day, including a wall displaying the hoods of all the cars that have crashed. This was undoubtedly the neatest and cleanest auto facility you could ever imagine – no oil-stained floors, no tools out of place, no dust. And no lifts. Drivers and navigators were expected to be able to repair their cars if they broke down in a rally, and since there wouldn't be any lifts on the route, they had to be able to climb under the car and fix them on the spot. Makes sense, I guess. (Clunk. Ouch!) Then two more transit legs, including a drive through the infamous Smuggler's Notch, to get to our next hotel, The Lodge at Spruce Creek in Stowe, VT. Today's score: Zero.

Day Three took us south through Vermont and across the Lake Champlain Bridge to the remains of the historic Fort St. Frederick and Fort Crown Point, both National Historic

Landmarks. After a brief walk around the point, it was back in our cars for a transit leg to the Boathouse at The Lodges at Cresthaven for lunch overlooking Lake George. After lunch was a two-mile drive down the road to the boat dock, where we boarded the historic steamboat Mohican for a 1-hour boat ride around the 35-mile long lake. The last drive of the day took us north through the Pharaoh Lake Wilderness Area, past Mt. Marcy, and through the town of Lake Placid. We came around one corner and there was a HUGE structure just off the road. Initially we thought it was a coal mine, having recently completed a rally in West Virginia where there were coal mines around every corner. But then we realized it was the Olympic Ski Jumps used in the 1980 Winter Olympics. They certainly don't look that big on TV! Last stop of the day was the Mirror Lake Inn, our last rest stop before the final push back to Manchester. Miles driven today: 219. Points today: None.

Day Four. Three timed stages. Total 235 miles. Rained all day. First stop was at another antique country store on Long Lake, but the rain kept most of us in our cars. Second stop was for lunch at the Saratoga Automobile Museum. This small museum has space to display about three dozen cars, including a permanent exhibit upstairs, the New York Stock Car Hall of Fame, and a gallery for rotating exhibits on the first floor which was where lunch was served. Only one more 70-mile leg to go, an hour and forty minutes to accomplish it. No problem...until the NY State Police decided we needed to slow down. Not everybody. JUST US! We had come over a hill with a long straightaway ahead of us. No cars to be seen



Everyone loves a red 911, including State Troopers



Cindy and Tony arriving in style

in either direction, and then all of a sudden a car coming TOWARD us turns out to be a trooper, hits his lights and siren and does a quick U-turn behind us. First question: "Do you know what the speed limit is?" Answer: "55". Next question: "So why were you driving 82? Driver's license and registration please." While we waited for the trooper to do his thing, of course all the other cars are now passing us. We've been in this position before; totally humiliating. Then the cop comes back and says, "So I caught all your buddies speeding too, but I stopped you because you were going the fastest!" And then something happened that's NEVER happened before – he gave us a WARNING! NO TICKET! He also gave us a lecture about how he knows how fast our car can really

go, but be careful because of all the moose around and what hitting one of them will do to the car (and us). We dodged that bullet (as well as the moose), but we weren't done yet.

Next issue was an unexpected detour from our prescribed route. A quick check on Google Maps and Waze got us around the detour and back on course, while actually driving fewer miles than we would have if we were able to stay on course. Second bullet dodged, still plenty of time for the last 20 miles. And with five minutes to spare, we pulled into the waiting area behind the hotel for the final checkpoint. While we sat there, a lady in an SUV came tearing into the lot, jumped out of her car and started screaming at us that we drove past her house at 50

mph (Did she have a radar gun? Was she sitting in her driveway waiting?). We were merely keeping up with all the traffic, but she decided we were the outlaws (it was probably the red "sports car" that got us). But in spite of it all, we hit the finish line at exactly the right second, and when the awards were handed out at the Victory Banquet, Craig was awarded the "Driver of the Rally" for overcoming all the obstacles and still zeroing out the stage! (Thanks for that, Officer!)

So how did all the PCA Potomac teams do? Glenn and Kathy Cowan got a questionable ONE point overall. Tony and Cindy Pagonis were a distant third with four points. And Team Davidson did it again ... along with eleven other teams ... ZERO POINTS.

Final tally for the week: Door to door from the time we left home, we drove 1825 miles and burned 71.75 gallons of gas totaling \$388.96.

Next stop – Southwest Passage in October, starting and ending in Santa Fe, NM. Stay tuned.



Team Potomac with Kathy and Glenn, Graig and Linda, Cindy and Tony behind the camera



Linda and Craig with the "Driver of the Rally" Award

JUNE
2022



New Potomacans

STEVE BOREANI
2001 Boxster
from Owings Mills
Transfer from Chesapeake

JOHN COLTHAR
2014 911 Turbo S
from Chantilly

KEN COMERFORD
2017 Cayenne
from Annapolis
Transfer from Chesapeake

BRYAN CUSTODIO
2021 911 Carrera S
from Great Falls

JENNY DAWSON
2022 Macan S
from Potomac

LAMMOT DUPONT
1992 911 America Roadster
from Mclean

COREY ELLIS
2022 718 Spyder
from Gaithersburg

RENATO FARIA
2018 Panamera 4S
from New York
Transfer from Metropolitan New York

IAN GLISPY
2003 911 Carrera
from Silver Spring

OLIVIER HECHT
1982 911 SC
from Bethesda
Transfer from First Settlers

JAMIE HUANG
2019 Macan
from Silver Spring

RAYMOND MCJONATHAN
2017 718 Cayman S
from Bowie

CHRISTOPHER MCLEOD
from Alexandria
Transfer from Chesapeake

AARON MILTON
1990 911 Carrera 2
from Leesburg

MICHAEL NOTARIANNI
2015 911 Carrera 4S Cabriolet
from Vienna

GIOVANNI PALAZZO
1988 911 Carrera Targa
from Great Falls

CHAN PARK
2015 911 Turbo
from Springfield

BRANDON POTTER
2018 911 Carrera 4S
from Upper Marlboro

XAVI SALCEDO
1987 944 Turbo
from Herndon

HANS SCHMIDT
2022 911 GT3
from Mclean

GLENN SMALLWOOD
2022 Macan S
from Arlington

SEAN SONI
2009 911 Carrera S
from Waldorf

DEEP SRAN
2018 911 GT3
from Reston

JONATHAN SU
2021 911 Carrera 4S Cabriolet
from Mclean

JONATHAN SUN
2019 Cayenne
from Fairfax

GLENN WAINER
2012 911 Carrera S
from Chantilly

PETER WANG
2022 Taycan
from Gaithersburg

WILLIAM WARBURTON
2007 911 Carrera S Cabriolet
from Alexandria

GARY WARNER
2014 Cayenne S
from Washington

SARAT YELAMANCHILI
2021 Macan S
from Annandale

CARL YOUNG
2020 911 Carrera Cabriolet
from Silver Spring
Transfer from Chesapeake

NEW MEMBERS = 31



Mr. and Mrs. Cowan are ok



PCA Potomac Anniversaries

JULY
2022

45 YEARS

Christopher & Martha Granger

40 YEARS

Frank Werner
Heinz & Patricia Peters

30 YEARS

Jonathan Cole & Sarah Strickler
Dan Fazekas & Bethann Garreau
Robert & Leslie Knibb

25 YEARS

Scott & Angela Bresnahan

20 YEARS

Clark Hoyt & Linda Kauss
Bill & Lisa Jones
Andrew & Donna K. Smith
Kenneth & Diane C. Wesche
Robert & Charnise J. Mimbs
Philippe & Heloise Taillet

15 YEARS

Victor & Christian Chambers
Douglas Snyder
Justin Maurer
Charles & Alan Henkin
Chris & Joanna Mantzuranis
Ricky Lester & Don Nguyen
Robert & Janie Brooks

10 YEARS

James Berkley
Michael Lisse
Charles Brownstein
Frank & Diane Spiegelberg
Christian & Melanie Regan

5 YEARS

Musab Alkateeb
Ron & Lauren Tilton
David DeSilva
Jim Busch & Elizabeth Pitts
Jeff Smith
Paul Gilbert
John Johnson
Benjamin Fischer
Joseph & Janice Skoloff

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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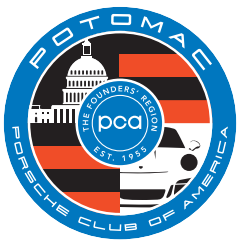
Mackellar Art is a Winner

Not content with winning prizes at regional and national concours events, achieving for example, a perfect score at Porsche Parade this year for preparing his GT3 Touring, Steve also won first prize at the Parade Art Show for his metal art work, "Porsche at Poconos". Steve also received an Honorable Mention award for his color photograph entitled, "Porsche Patina".

These awards alone were insufficient for our Mr. MacKellar. He also entered the Tech Quiz, winning 1st place in the 964/993 model specific competition.

While one is at Parade, one may as well enter the 5K run. Steve likes to run too, and came third in the 70+ age category.

Congratulations both Steve and Lynn MacKellar!



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