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THE MAGAZINE OF THE
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POTOMAC, PORSCHE CLUB
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No Man is an Island



Glenn Cowan

This has been a hard year. National circumstances ranging from tragic, to ruinous, to sad, to at best troubling have affected literally all of us. For me, the responsibility for producing this magazine has helped ameliorate the normal pressures of managing a global business and helping Kathy manage our family.

I do not edit DV alone. Over the years I have never done it alone—could not have done it alone. This year, in particular, I want to publicly thank several of those helping hands, heads and hearts.

Tom Neel, who conceives and monthly writes Fuel for Thought was, until recently, a resident Potomac member who, though now decamped to North Carolina, remains dedicated to DV and the Founders' Region more generally. Every other month or so Tom also writes a feature piece for DV (51 and counting) and is always available to talk Porsche. In September our families did get to visit at the Greenbrier Treffen—a welcome quasi-break from Corona.

Syd Butler was not there when Porsche introduced the 356 but I think he might have been in Stuttgart in 1963 when the intended 901 became the 911. He has owned famous Porsche cars and known famous Porsche people. He enjoys car shows and race tracks and we are so lucky to have him writing for DV. "Hey Glenn, I'm going to COTA next month, you want a story?" Do I want a story?! We have had a few Corona distanced meetings this year—not enough time with a remarkable Porsche guy.

Michael Brady manages the process of turning these words into a magazine. Every month the timing slips a bit—"Michael, can we get DV in the mail if I don't get you copy until...?" Every month I find an error after we have "gone to press" but Michael makes the correction and makes my error disappear. He is consistently pleasant and effective and also a Potomac member!

Alan French, when not spending a lot of time working to help make our Drive and Dine events as numerous and rewarding as they are, he is

helping me think about the future of DV. Should we continue as a print product or go to electronic, is DV a club newsletter or more a general purpose Porsche magazine, should it be monthly or bi-monthly? Alan ventures to Bethesda to join me for a distanced lunch to ponder and discuss. Oh, he also writes an interesting story pretty much every month.

Jenna Fava Roote is the difference between DV being a bunch of 8 ½ x 11 typed pages and the really nice looking polished magazine it is. As a perfectionist, she is an editor's bane—and salvation. "Jenna, does it have to be...okay, make the change."

Mia Walsh, our President, kept Potomac together this year. Not by herself, she had help—but her wondrous energy and commitment to making the virus nothing more than a bump in the road served us so very well. On top of everything else, she is DV's unofficial photographer and every month she copy edits every word of DV—twice. I'm chagrined to admit she found typos every month! DV



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Auf Wiedersehen

THE PRESIDENT'S COLUMN

Twenty-one President's Columns—and this is my last as your region's President. As I reminisce on the last two years as your leader, I am inclined to do a little self-reflection.

I, personally, am “good enough” at a lot of different things. I am a “good enough” performance driver, golfer, photographer, writer, cook, racer, birder, outdoorsman, volunteer, teacher, and wife, to name a few. I qualify myself as a “great” mother, but our daughters and dogs will have to confirm that.

I am, however, leading a GREAT region and in my opinion, the BEST region in PCA, especially in the year 2020. How does a “good enough” leader make her region “THE BEST”? Easy. I am surrounded by talented, dedicated, and visionary chair-persons, volunteers and Exec team members. Together, we redefined how to transition our processes into pandemic-friendlier activities in a year when many other PCA regions threw in the towel and waited for COVID-19 to pass. (P.S. It hasn't.)

In numerically quantifying our pandemic year of 2020, we have held 46 different events, with 3,264 registered drivers and 558 registered volunteers. We raised \$38,000 for one of our charities, the Erin Levitas Foundation. We increased our membership from to 3,816 in 2018 to 3,988 members in 2020, a bump of almost 4½%. We are targeted to end our financials in the black, despite purposefully limiting our events to much lower registration parameters, while costs for track rentals and other expenses remained the same.

In other successes in 2020, we rolled out a new Potomac logo, launched a redesign of our **DER VORGÄNGER** magazine, held a sold-out club race (and celebrated when the track went cold with rolling beer tubs and boxed dinners in the back of golf carts in lieu of our tented banquets), and jointly ran PCA National's only post-pandemic event, Treffen at the Greenbrier. Whew!

I personally participated in Potomac's Autocross, Concours, Drive and Dine (overnight and day-trips), Drivers' Education and Rally events—over 27 days of driving in 2020 with my fellow PCA Potomac members. I kept telling my husband, “Well, I HAVE to go to The Greenbrier, It's a NATIONAL event.” “No, last month's was the brewery; this one's the WINERY.” Fortunately, he was with me many of those events and we enjoyed all that Potomac love in our Porsches together.

Sometimes, the leader has to take one for the team. Well if driving my Porsches alongside all these wonderful people every weekend is what it takes, by God, I'm your woman! Thank you for the honor and privilege of allowing me to serve as your President for the last two years. It truly was MY pleasure.
DV



Mia Walsh



Mia Walsh waves goodbye (shown with Navigator, Kiki Crowley). Photo by Vu Nguyen

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2020/21 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.

DECEMBER

5

Open Board Meeting

Executive Committee Elections
10am

2021 Chairs Meeting

City Grille Brunch - 11:30am

Register at:
msreg.com/2021Elections

JANUARY

2

City Grille Brunch - 11:30am

Please check website pcapotomac.org
for additional events.

JOIN PCA

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

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

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

CARS & Coffee

DUE TO COVID-19 RESTRICTIONS—PLEASE CONTACT THE LOCATION DIRECTLY TO CHECK ON CANCELLATIONS OF CARS & COFFEE EVENTS.

HUNT VALLEY, MD

SATURDAYS, 8–10AM

Hunt Valley Towne Centre at Joe's Crab Shack
118 Shawan Road, Hunt Valley, MD
Many cars of all types.

BURTONSVILLE, MD

SUNDAYS, 7:30–10AM

"Church of the Holy Donut"
Dunkin' Donuts Route 29 & 198, Burtonsville, MD

GREAT FALLS, VA

SATURDAYS, 7–9AM

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

DULLES, VA

SUNDAYS, 7–9AM

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

LEESBURG, VA

SUNDAY, 9AM

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

BETHESDA, MD

SATURDAYS, 8–10AM

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

POTOMAC MONTHLY LUNCHES & BRUNCHES

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

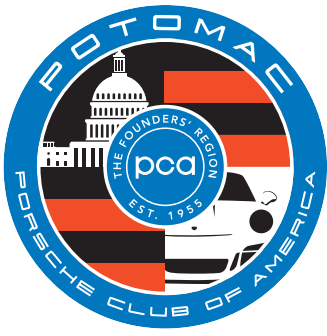
Virginia

First Saturday of each month, 11:30am

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

Maryland

Canceled Until Further Notice



Potomac Program Highlights

DRIVE & DINE





My wife (Jessica) and I were married on the 23rd, the Friday prior to the drive. This was our third year participating, in past years we were dating and then engaged. This year with Covid we had to let go of any plans for a honeymoon (Canadian road trip in the Cayman), but the drive was a great cap to our wedding weekend! We are both looking forward to many more PCA events, perhaps in a Porsche with more seats as little ones come along! - Robert Benjamin

Maryland Fall Foliage Run

**STORY BY TED WHITEHOUSE
AND PHOTOS BY LEROY MILLS**



Clouds and drizzle marked the start of Sunday, 25 October, as 12 Porsches and about 20 enthusiasts gathered in Potomac, Maryland, for a drive through Montgomery, Frederick, and Washington Counties to lunch in Hagerstown. After some pleasant socializing and a roll call under the covered entrance to the US Post Office, we departed promptly at 10:00 AM on our annual drive to see the foliage. It was particularly delightful to learn that the participants included a couple married only two days earlier who had chosen to spend part of their honeymoon with us.

The first part of the route took us from Montgomery County into Frederick County, through Poolesville, Beallsville, and Dickerson, to a short rest stop in Point of Rocks. The intermittent drizzle did not obscure the colorful foliage.

After the stop, we continued on to Catoctin Mountain Orchard in Thurmont, Maryland. The parking lot was crowded and there was a line at the door due to Covid-related access control, but neither resulted in any significant delay. Indeed, the limitation on the number of people in the store at one time made it easier to move around the store and sped up the checkout lines. Pies, pumpkins, apples, apple butter, preserves, and relishes were

enthusiastically purchased. Your correspondent discovered that replacing the 911S with a Macan S significantly simplified loading up on good things.

From the orchard, we went a few miles south to pick up a series of back roads leading westward through northern Frederick County. By this point, the rain had stopped and the roads were mostly dry. While the skies remained cloudy, there was no fog, so the leaf colors were plainly visible to be enjoyed. The dry roads enabled more enjoyment of the wonderful, twisty route through the Frederick County watershed than would have been prudent in the rain. A good time was had on the most twisty segment of the drive part of the program.

We arrived with the group intact in Hagerstown around 1:15PM for the dine part of the program: lunch at a Bavarian-style restaurant called Schmankerl Stube. We had a room to ourselves in the newly renovated second floor of the restaurant. As always, the food and service were good.

The rain thoughtfully held off until the event ended with our departure from Schmankerl Stube. Having pleasurably driven and dined, we all went happily on our way home. **DV**

DRIVE & DINE

Fall Color Virginia Fall Drive and Dine

STORY BY GLENN HAVINOVSKI

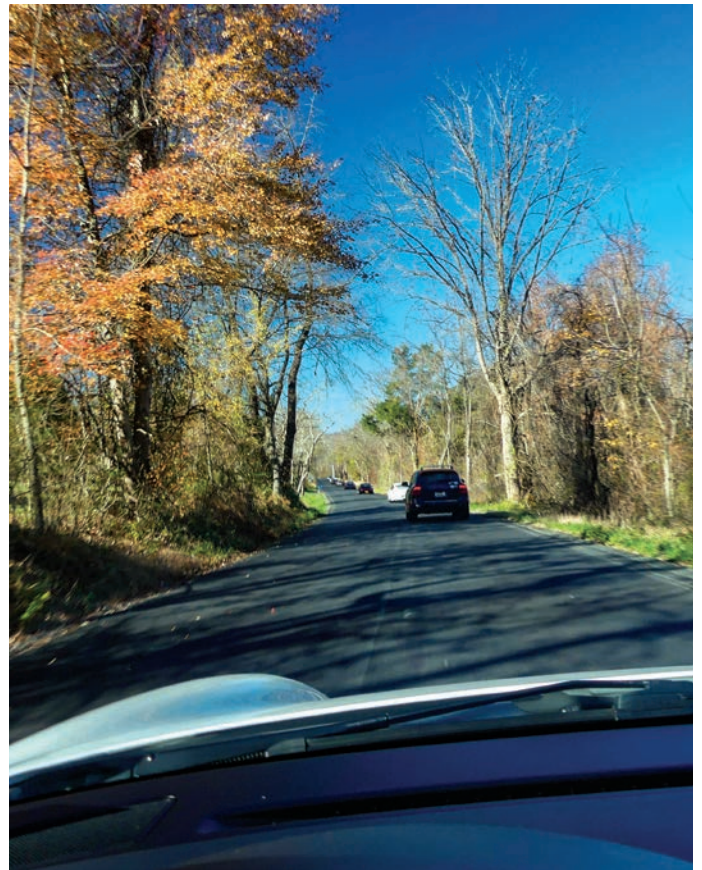


Over 40 attendees, 23 cars, 73 degrees. Zero clouds. Those numbers added up to a perfect Sunday drive through Prince William, Fauquier and Loudoun Counties. The Virginia Fall Drive and Dine for 2020 featured a few variations from past years, most notably the change from a lengthy afternoon drive plus dinner to a morning drive—with a stop for a glorious outdoor brunch—followed by a brief afternoon drive ending in a visit to a leading Northern Virginia vineyard.

As has been clear since Drive and Dine events resumed in mid-summer, the pandemic has not slowed Potomac members' thirst for adventure in their Porsches. Like many other events this year, a waitlist materialized in a matter of hours. Following a week of completing SpeedWaivers online, attending a virtual drivers' meeting, and downloading the directions and driver information (all replacing most of the traditional in-person activities at the rally point), everyone met at the NoVA Manassas parking lot, which offered plenty of room to enjoy the different vehicles at a social distance, as well as quickly line up two groups of cars.

Volunteers driving the lead and sweeper cars included the author and his wife Nancie, Ken and Emily Becker, Jim and Gina Moser, and Stephen and Lonnie Pera.

The route took the group across southern Loudoun and northern Fauquier into The Plains and Marshall, enjoying winding roads and some remaining, high-intensity spots of color, with many experiencing the thrills of top-down motoring in November.



The first stop was brunch and photo opportunities at the beautiful Ashby Inn in Paris, where innkeeper Amber Jeffries and the staff set our group up on a large covered patio, with spectacular views of the countryside while the group enjoyed a three-course brunch at strategically-placed tables. The Ashby Inn dates from 1829 as a 4-room private residence, with an adjoining building built in the 1890s as a schoolhouse. The Inn and Restaurant were established in 1984. The adjoining chapel was built in the 1890s, served as a church until 2011, and is now part of the inn, used for weddings and other events.

After snapping a few photos of the cars in back with the Inn, greenery and foliage as backdrops, the inn and church in the background, the group merged into the relatively heavy traffic on US 50 for the short jaunt to VA-601, which took the group over historic Mount Weather (home of the famous emergency operations center where Vice President Cheney was frequently located in the days after 9/11), followed by a quick run on VA-7 to Purcellville, then north to the Sunset Hills Vineyard.

Mike Canney, the owner of the vineyard, owns a variety of wonderful cars, including a 991 GT3, as well as a Ferrari, Chevelle, Mercedes SLK AMG, and in his barn both a Ford race car (one driven by Jack Roush Jr) and an early 50s Chevy 3100 pickup truck. Mike also joined us on the first leg of our drive to Paris, after which he headed up to the vineyard to prepare for the visit.

The Porsches were granted their own parking spaces on the hill at the side of the main winery building, overlooking a pond and



the countryside (the Porsches were also followed by a stray Kia Optima, whose driver sheepishly parked it in the front row but out of the view of our cameras).

Mike and his staff provided us a sampling of his white and red wines (led by their standard-bearer, Mosaic) as well as the wines under fermentation in one of their barns. He also shared his story

of how he evolved from owning an engineering and technology company to owning a vineyard as well as an auto race team.

It ended up being a full day of fun, food, wine and entertainment for the group, and by 4 pm, the stragglers left exhausted but happy, as temperatures stubbornly remained in the high 60s and low 70s for the drive home. **DV**

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TREFFEN AT THE GREENBRIER

Macan vs 718 Spyder

STORY BY TOM NEEL

My wife Linda and I had never attended a PCA Treffen tour, so this would be our first. In high demand, registration itself is like a Porsche race with fellow members and the whole process happening in a few minutes. This entire tour of about 330 members and some 150 cars, was sold out in less than 9 minutes! We felt victorious.

In the fall of 2017 we took ownership of a new Macan S. It came by way of saying goodbye to our 2015 911 Carrera. The trade was not out of dislike, rather it was curiosity in Porsche's best-selling model. At the time we also had a Subaru Outback which acted as a company car. This allowed the Macan to be minimally driven, averaging just 5,000 miles per year, until the Outback's departure this July. The timing was interesting because it also happened right as we were taking delivery of a 2020 718 Spyder. Now with two Porsches in the garage and our first Treffen Tour in front of us, a choice developed as to which one to drive? You might think the choice for the four hour drive from the Charlotte, North Carolina area to the Greenbrier Resort in West Virginia, would be easy.



But this story becomes a testament to Porsche's smaller SUV being more like a spacious and elevated 911 4S, than the smaller sport utility vehicle it is. On the other hand, Porsche's new Spyder is the definition of a sports car. There are no two ways about it. From its small two seat cabin, to its manual gearbox "and" convertible top, it is more of a fair weather treat, than a flexible flyer. It is, also in my eye, one of the most beautiful Porsches ever made. Trust me when I say this, parked in the Greenbrier Resort's front circle of special Porsche spaces, it would have been the icing on the cake. But sadly this was not to be. Enter Hurricane Sally as the first of a few decision makers which would have us choosing the Macan instead.

Some Porsche owners might not even consider a Macan S a "real" Porsche in the first place, despite it easily being the best selling Porsche made. But it's not only more than worthy of the crest on its hood, sitting behind the wheel brings instant familiarity to even the Spyder. The DNA is evident and



even carries through with its brilliant acceleration and handling. For this trip, those attributes were just as important as its roominess, storage capacity and no fuss, no muss playfulness in getting dirty. With what was ahead, that was important.

Our trip to the The Greenbrier Resort was equally split between highway and rural country roads. On startup the Macan S growls to life. My Rover owning next door neighbor tells me he's envious



of the sound. But at 70mph things are quiet and comfortable. The Macan sports a large sunroof and sunshade which when open puts you one with nature. It just yearns for scenic country roads where it feels planted, going right where you point it—with urgency if requested. Passing comes easily and quickly as well. So much so that you have to keep your eye on its acceleration!

I should mention that the Macan got its first refresh in 2019. As with many Porsche updates, this previous version is hardly made obsolete and many in passing would have a hard time telling one from the other. The updates are representative of new styling cues all models go through, and in fact, the Boxster Spyder (and Cayman body) have yet to see these changes which won't come until 2023.

So the Macan is packed and we make our way northeast to the town of White Sulphur Springs, WV whose spring water a hundred or more years ago was in medicinal demand. Today, the 800 room resort and the beautiful Allegheny Mountain region itself are what bring guests to the area. Treffens are about touring and Porsches love seeking beautiful back roads, something western Virginia and West Virginia are blessed with. No shortage of famously named twisty roads are found here and the best of them I've done on motorcycles for decades. Head of the Dragon, which joins Back of the Dragon, Claw of the Dragon and



Tail of the Dragon, has its own WV.com website. Other tours would take members to Natural Bridge—geologically made of stone, or to towns such as Lexington, VA. We actually limited ourselves to only one tour in exchange for other activities The Greenbrier Resort has to offer, like falconry and hiking.

Things start early, up at 6 for breakfast, then to the staging zone by 8am. While you might think a four door Porsche is an underwhelming sight at a Treffen event, I can assure you this was not the case. We were not alone in our choice or our reason for making the choice to bring the Macan in the first place. One Macan carrying Treffen organizers, Harry Season and his wife Deloris, made its way there from New Mexico.

Unfortunately, Hurricane Sally did provide less than perfect weather and in many cases where there wasn't rain, there was dense fog lowering visibly in some cases, to less than a 1/4 mile.

Our Friday drive was then to a fog filled New River Gorge. Located in Glen, West Virginia, the 53 miles of protected canyon encompass 70,000 acres along the New River which ironically is said to be one of the oldest rivers on the North American continent. Our first crossing of the gorge was via the original old single lane bridge hundreds of feet below the newer 3,030 foot long, steel arch New River Gorge Bridge above, which is 876 feet high. That bridge is the longest



steel span in the western hemisphere and the third highest in the United States. On the way we stopped for a bio-break at Babcock State Park which sits along the gorge 20 miles from the New River Bridge. This is the sight of the Glade Creek Grist Mill, a working replica of the original Cooper's Mill once found there.

On our drive of 25 Porsches, we were not the only Macan and there were at least two Cayennes and a Panamera as well. The rare ones in the group were possibly a GT3 and new GT4. There was a new Spyder too, with a couple who chose to run with the top down on the way to our trip to the gorge. But as we expected, drizzle, fog, and chilly conditions became their reality and the top went up during the bio-break. Seeing this and filthy Spyder, assured me our choice in taking the Macan was a sound one. Maybe not the choice everyone in our position would make, but we were happy and comfortable we did!

Perhaps the highway back to the hotel became the final test for the Macan as we found ourselves in a high speed foursome with the three sporty P-cars just mentioned. With the GT3 leading, the GT4, Spyder and Macan S in tow, we vigorously made our way back to the resort. There are legal limits and then those which would not tickle the fancy of local law enforcement. Let's just say the four doors among them had no trouble keeping pace and earning the respect it deserves. **DV**



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2020 TAYCAN 4S

STORY BY CRAIG DAVIDSON AND PHOTOS BY CRAIG DAVIDSON AND MIA WALSH

I purchased my first Porsche in 2006. It was a 2000 red 996 with just under 40k miles on it. It was the first and only time I have purchased a used car. I kept that car for 12 years before I traded it for a red 2017, 991.2. Additionally, my daily driver since 2008 has been a Cayenne S. I have leased four of those in the last 12 years.

At the end of February, Casey Parkin from Porsche Silver Spring called to let me know he had a Taycan available for a test drive, if I was interested. Being a car guy and a loyal Porsche customer, how could I turn him down? I had been following the progress Porsche was making in developing their "new" electric car and I was anxious to actually see and drive one. Nevertheless, initially I declined his offer until Casey reminded me that my current lease was up October 1st and delivery on a Taycan would take until then. This was pre-Covid-19.

Right around March 1st I did take that test drive and everything I had read about this new car was understated! There are tremendous differences between how an electric car and a gas car perform. The first thing I noticed was the instant acceleration and torque on the electric car. There are no turbos to spool up. There are no gears to rev through. There are no sounds coming from the mufflers because there aren't any. The Taycan is unbelievably quiet on the road. The BOSE sound system sounds incredible because it's not competing with engine noise. Despite the acceleration, weighing 4700 pounds, the Taycan remains firmly planted to the road. I came away interested but not ready to buy, until the next day!

On May 1st, while pulling out of my neighborhood I was T-boned by a delivery truck. It took several weeks, because of Covid, for my insurance company to total my 2018 Cayenne. I had not had an accident in nearly 40 years so I didn't have coverage for a rental car. I did have my 991 to use. I really do love driving it on the weekends, not so much every day for five months!

Having decided to make the electric switch, I was calling Casey several times a week starting just after Labor Day. Originally, he had said the car would be available in the beginning of September. That was before Covid-19 closed the factory in Germany. Even with the delay, I took delivery on Monday September 14th, finally!

I got the car two weeks before our first, and sadly, only rally of this year. I was going to be able to show off my new car to the Rally participants and I was really excited to get the impression of a group of dedicated Porsche folk. Not many Taycans have been delivered in the area so this would be the first time most had actually seen one. Since they are all Porsche fans and PCA members, this was really going to be cool.

The first two weeks of owning the new Taycan were filled with minutes of enjoyment while driving the new car and hours of frustration with everything else. With the purchase or lease of a Taycan, Porsche provides the owner with 30 minutes of free charging on the "Electrify America" system for the first 3 years of ownership. There are several companies that offer pay-as-you-go recharging but most of them can only offer recharging at a max of 50KW. Electrify America recharges at 150KW so it takes 1/3 the time to recharge at their facilities.

The first time I got their system to work, my Taycan went from 20% charged to 85% charged in 20 minutes and that is really fast. One capability that separates Porsche from all other electric cars is the speed of recharging. Unfortunately, it took me three visits to the closest Electrify America in Clarksburg before I could get it to work. I am a perfectionist with a little OCD thrown in! When something does not work as I expected it to, I am not happy. I was seriously reconsidering my decision to drive an electric car, maybe it wasn't for me.

How could I take this car back when so many people wanted one and there was so much buzz with its introduction? It was right about then I



had an epiphany. This wasn't a car like I was used to driving the last 48 years. This was really a computer with four wheels. In a standard car when something doesn't work you try to fix it. When the screen that displays most of the settings goes blank, how do you fix that? You can't! How do I fix a computer when it doesn't work, re-boot! When something isn't working as it should, reboot the car and it fixes itself.

Once I figured out that fix, my relationship with my Taycan improved dramatically. My issues with Electrify America were a combination of: user error on first try, defective equipment on second and a perfect third. I have since started using EVgo, another recharging service. They have many more locations but their equipment only goes up to 50KW so it takes three times longer to charge. I used their charger yesterday for the first time. I was plugged in for 25 minutes and the cost was \$762.

The Taycan does come with a charger for use at home. It uses the same voltage (220v) as your clothes dryer. When you use that form of recharging, it takes an hour to get 10%, so if you plug in at home and the car is at 50%, 3 hours later it will be up to 80%. This works when time is not an issue but when taking a road trip recharging at that rate is just not practical.

Would I lease another Taycan? Absolutely! There is a learning curve with everything in life. The learning curve on this car is very different from any other car or SUV that I have owned. I learn something new every time I drive this car. The more I learn the more I am getting used to the profound differences in the newer technologies.

The very first day I drove to my office in Gaithersburg I nearly got a speeding ticket. I had just come off of Rt. 370 onto Shady Grove Road towards the Montgomery County Airpark. I was the only car on my side of the median. I noticed a County police officer going the other way making a quick U-turn. I looked at the speedometer and I was going

75 in a 45 zone. He was behind me in an instant when he spotted the temporary tags. He then pulled beside me and gave me a thumbs up and slow down signal simultaneously. I do get noticed more than I ever have and it's because of the car! Ordering the Taycan in white was a very smart decision!

The feature that I think the most usable and practical is the ability to preheat or precool the car before getting in. My iPhone is synched with the car and monitors several functions including the climate in the car. It's adjustable for whatever climate you're in. Now how cool (or warm) is that?

UPDATE:

I recently complained to Silver Spring Porsche about several recurring electronic issues that were only correctable by rebooting. Being that this vehicle is a Porsche, it shouldn't require fixes like that. When the dealership did a complete testing on my Taycan they did find and fix six faults in the car. Once the car was reprogrammed and fixed, all the electronic gremlins disappeared.

Regarding my issues with Electrify America, Casey Parkin met me at the Clarksburg charging center to see for himself how it works. Being the professional that he is, he got there early and had the Porsche team on the phone going over how it should all work. An hour later I felt comfortable and so did Casey with Electrify America and the Porsche app that makes it work. For most of that hour there was some frustration until it did work. Once it did, repeatability was achieved and we all left happy!

I would like to thank Linda, Brad and the team at Silver Spring Porsche for working with me and my short fuse in sorting out my Taycan 4S. **DV**



A DAKOTA DRIVE & DINE

STORY AND PHOTOS BY ALAN FRENCH

“Good friends and alcohol have been responsible for most of the alternative ideas for my adventures over the years.”

Good friends and alcohol have been responsible for most of the alternative ideas for my adventures over the years. Adventures that have included: playing our own golf tournament in the Sahara desert (to improve our bunker shots,) traveling by Tuk Tuk from Chennai in Southern India to Darjeeling in the North (in search of the ultimate cup of tea), and crossing the frozen Arctic Ocean on foot to reach the Geographic North Pole (to see who complained of the cold first.)

This time, at the Charlottesville/Piedmont Drive & Dine in August, Porsche friends and wine combined to awaken a mental itch I acquired after a road trip with Jim Stiegman in 2017. It was part of a continuing mission: to explore strange new worlds, to seek out new beers and BBQ civilizations, to boldly go where we hadn't gone before. It got shortened to “The Beer, BBQ and Boxster Trip,” driving from Portland, Oregon, back to Reston, VA. But for all the fun adventures around the world and over 30 years of travel to the USA, a simple fact remained: I was still two states shy of the full 50 United States of America. North and South Dakota had eluded me like dark matter: unseen, but I knew they were there.

Helping me scratch this itch and promising to keep me in trouble was PCA Member Bill Schomburg. Bill was 47/50, with the Dakotas also waiting for his touchdown. Keen to put some miles on his newly acquired 2018 911T, we started high level negotiations, with some encouragement from Mia Walsh, Ashling Pollard and...wine.

I reached out to the PCA Dakotas Region for their event schedule, and/or some local recommendations on what to see and do in the Dakotas. Tim Powell, Vice-President of the region was super helpful. In addition to some great recommendations, we were invited to join them on a group drive through the Black Hills, attend their 10-11-12 Club Barbeque and stay at a hotel owned by member Dan McNamara. I was welcomed, wowed, wined and dined. I hope we get the chance to return their generosity someday.

Before waking neighbors with the sound of a Porsche dawn chorus, Bill and I arrived at a rough route plan with the option to deviate as/when each day presented itself. Our plan was to meet up in South Dakota, tour the Black Hills, head to the North Dakota Badlands via the Enchanted Highway, then travel east for overnight stops in Bismarck and Fargo, ND, before heading home. A round trip of just under 5,000 miles.

Heading west from Virginia through some amazing Fall foliage, I eventually arrived in Indiana in early October. After an awesome stop at Indianapolis Motor Speedway to get a lap of the historic Oval, the GP circuit and Dirt Track in a British Racing Green EV (aka Golf Cart), I also managed to bag a personal tour of the museum's exclusive Basement Car Collection.

Next stop was Omaha, NE. I took the opportunity to get some exercise, fresh air and eats from menus that had options other than fried food. Omaha was also a place to plan my grand entry into South Dakota and route to the Black Hills.

My entry into South Dakota wasn't grand. Just over the two-lane highway bridge in Sioux City, Iowa, I pulled over to take the photograph while big a** trucks whistled past me at over 75 mph. I waited for a gap in the traffic to get the shot you see included. 49/50. One to go!

On my journey west along I-90 from East to West, South Dakota, I stopped at a number of towns and cities, meeting locals fascinated by a red Porsche with Virginia plates. I love good conversation. One of the advantages of my unusual accent is that Americans generally assume I'm a foreign ally. I'm guilty in leveraging this assumption and love to be curious in a non-partisan and non-threatening way. People talk to me openly and I get to learn a lot. The South Dakotans I met along the way were fun, friendly and wanted to take me home and show me their prized automotive possessions.

Comfortably installed at Dan's hotel in Hill City, SD, I reflected on the different landscapes I'd navigated across the state. From



flat dusty farmland, through swaying grass prairie, over cattle topped hills and finally, alpine tree covered mountains. I was blown away by this beautiful state.

The drive with club members started in Rapid City, taking in back routes and byways through the Black Hills. I had a rare pleasure in following Scott and Danni's 1983 911SC. The sound of an air-cooled, open race exhaust, popping and crackling on the overrun and the smell of race oil for 2 hours was bordering on the erotic.

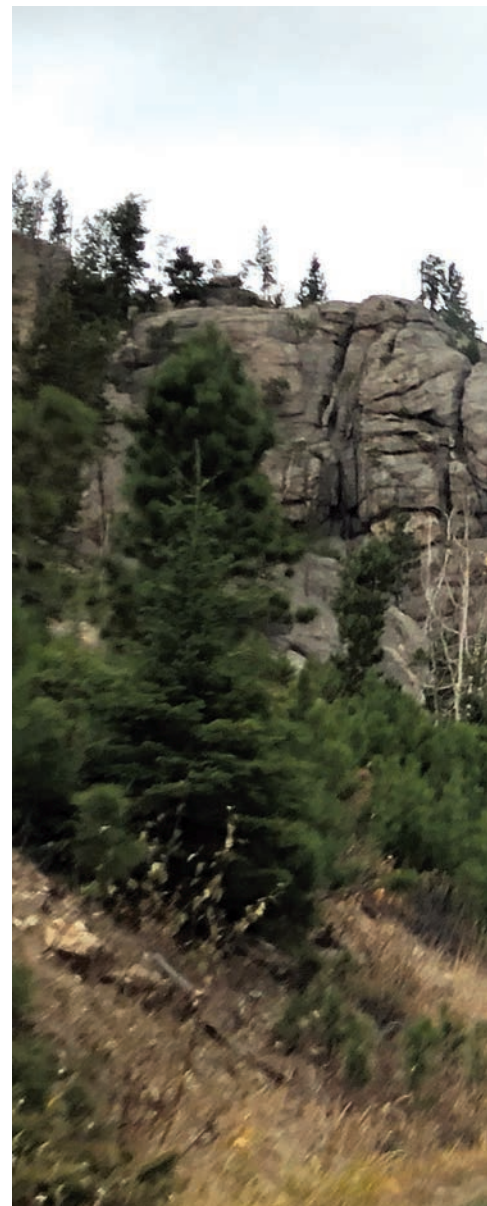
I met with other club members at the BBQ, sharing stories of cars, journeys and PCA events. There are around 130 PCA members in the Dakotas. The PCA Dakota region spans 148,000 sq.mi. Compare that to Potomac's 7,200 sq.mi. and it's no surprise that Dakota members travel a lot further to attend events.

Bill and Winnie arrived at the BBQ from Virginia, having travelled over 1,600 miles in two days, before heading to a cabin in the Badlands National Park. We agreed to meet the following day near Wall, SD, home of Wall Drug, as seen on TV, Reader's Digest AND The New York Times...or so said the roadside advertising for 375 miles of our highway journey.

Getting up before dawn, the Porsche had an icy glass coat. It was 26°F. After some defrosting, I headed East into the rising sun to meet up again with Bill and Winnie. It was a crisp day for sure, but the convertible top just had to be retracted for an amazing drive of the scenic loop through the South Badlands. Eerie silence. Beautiful rocks. Deep blue sky.

After more exploration of the Black Hills, Custer State Park, de riguer visits to Mount Rushmore and the Crazy Horse Memorial, it was time to head north.

The weather was starting to turn wintry, with huge, rain-laden clouds trying to head us off at the state line. The winds accelerated and our stop to capture the all-important photograph of 50/50 was eye watering. Nevertheless, the border was breached. Bill congratulated me with a lapel badge from one of our stops en route: a star from the dead center of the United States in Belle Fourche. I took a celebratory swig of Diet Coke and sent a "Task Complete" message to Sarah back home. "Let the fun continue!" I said to myself. And it did. **DV**



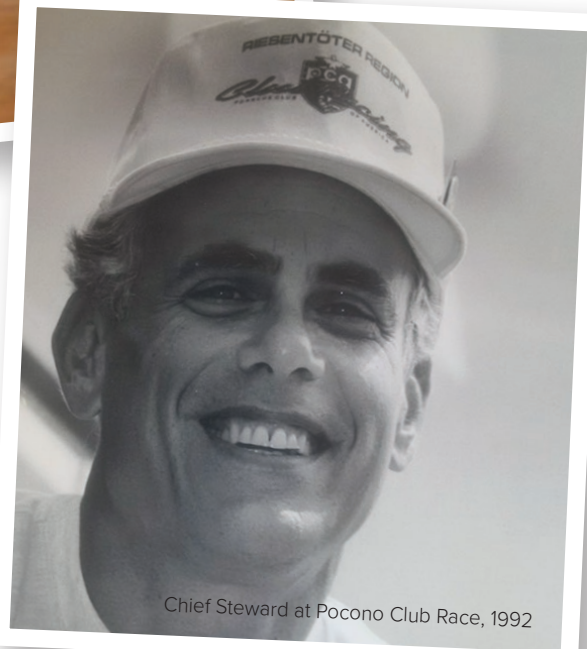


“It was a crisp day for sure, but the convertible top just had to be retracted for an amazing drive of the scenic loop through the South Badlands. Eerie silence. Beautiful rocks. Deep blue sky.”





At Summit Point DE in late 1970's



Chief Steward at Pocono Club Race, 1992



First Race Car, 1967 911 ex-Trans Am



Enjoying the Targa, after 45 years!

PCA POTOMAC & MY FIRST 60 YRS. OF DRIVING

STORY BY ALAN FRIEDMAN

Seems like with this COVID period and being retired with a focus on staying healthy, every occasion is more about looking back than a current celebration. I recently celebrated 60 years of having a driver's license, 1960-present, and getting that license in Washington D.C. where I grew up. As I got to review it all (with the help of my wife, some pictures, and a good Scotch), the 10 year period 1975-85 stood out as being particularly important.

The early years up to 1975 were certainly noteworthy—college, grad school, marriage, Mrs. Friedman having triplets, post-doc, and a great job that turned into a 35+ year career. The automotive parts were a bit less noteworthy—1962 Volvo 544 B18, 1965 Triumph TR4 (which I had fitted with a roll bar so it looked like Bob Tullius' National championship car), a 1971 Alfa Guilia Super (TR4 trunk was too small for marriage), a Fiat 124 Sport Coupe, and a bunch of American station wagons. I did spend more than a few hours reading *Road & Track*, starting in 1960!

The year 1975 was truly noteworthy. We got our first Porsche: a stock 1970 911T Targa that had been repainted Olympic Blue with Carrera spoilers. It sort of looked like the first Porsche I had just recently driven at our local Porsche shop: a new '74 Gulf Blue Carrera. We joined PCA Potomac within two months; another Porsche owner in the building where I worked at Tysons Corner grabbed me one day and said he was going to a meeting and did I want to come? Then we went out the next weekend to "observe" a DE. Then, after a long pause, I worked up my confidence and did my first Potomac DE at Summit Point! Wow - that set the hook in me, way deep.

I was gobsmacked by the experience of driving that first DE. It was so completely different than 15 years of driving on the street, so exhilarating, and, for me, kind of a wake up call to how cars could be quite fun without all the risks of busy urban/suburban traffic: no limits, no cops, no on-coming traffic, no bikes, no trucks. I felt that there was greater risk driving to/from the track, than on the track.

So began this initial 10 year journey. I got more involved in Potomac and DE. I served as President in 1979 when we hosted the Parade in Reston, served as DE Chairman and Chief Instructor. During this time, the Targa evolved in terms of

handling, engine, brakes, and driver. The DE program grew and grew. I went to some other Region's events, and Potomac began to hold events at Summit Point and other tracks such as Watkins Glen, Mid-Ohio, and even Charlotte Motor Speedway. Of course, while not on the track we enjoyed the social events and comradery.

Towards the end of the ten year period, I had two stints as Zone 2 Rep, and got more involved with PCA overall. Two Zone Rep experiences stuck with me: my first rally in the Targa down near Richmond in First Settlers Region, and where after almost 10 years of driving the Targa to and from and at DE events, my car broke at the rally (clutch fork pivot bolt). That was it for me and rallies—just too hard on the car.

The second Zone Rep experience that stuck with me was at a social event in the Chesapeake Region. There I met and talked about racing with Bruce Jennings; Mr. 356 of U.S. Porsche racing. He convinced me that if I wanted to move up from DE to racing (which I did), and if I wanted to enjoy it and feel comfortable (absolutely did, being almost 41 with huge work and family responsibilities), then vintage racing with SVRA was the way to go. That's what he was doing in that period. So that led me to my second Porsche, a 1967 911 that had been a late 60s Trans Am car, having competed at Daytona in 1969.

My experience with vintage racing after 1986 (the transition of all my DE seat time) shaped my ideas and thinking about PCA and racing. That led to my proposal in 1989 to PCA to design and launch the PCA Club Racing Program (1992-present).

An amazing ten years, followed by 35 years of continued wonderful driving experiences with vintage events and PCA Club Racing, both participating and officiating and driving many other Porsches: a 1981 924 GTS Club Sport (1997-2003), a 2001 996 Cup Car (2003-2010) and a 1973 RSR clone (2011-present).

It continues today. As I write this from our new home in Carmel Valley, CA, just over the hill from Laguna Seca, I'm preparing the RSR for an SVRA race at Laguna December 2-4, and doing an engine change on my 1972 Chevron B-21. And in 2 years here, we have not had to put the top on the Targa even once!

Very much hope that we will be able to come back East for the 30th Club Race at Summit Point next September, and my best to all for a safe and better New Year. **DV**

Is there a Porsche Gene?

STORY BY SYD BUTLER



I'm 78 years old and have been a PCA member for over 50 years. I admire my 992 C4S every day, and glance back at it constantly as I leave it. I wash it three times a week. I recently bought four valve stem covers with tiny colored Porsche crests on them. I have a special Porsche cap from Sebring in 2019, posters signed by Hurley Haywood, and am already fantasizing about a new GTS next year. And a 911 hybrid? Bring it on.

And that's not all. I remember the exact moment and place (an entry ramp onto I-40 East in Memphis, Tennessee) and the feelings (joy, pride) as I drove my new 1966 Irish Green 912 away from the dealership. Sixteen Porsches and 54 years later, my memory remains as vivid and thrilling as ever.

What's going on here? Am I nuts? Addicted? Irresponsible? Extravagant? Or is it something even more fundamental, more mysterious?

I asked myself these questions as I was returning recently from a Summit Point weekend with my 19-year-old son. He was in his Subaru BRZ, cruising in front of me along the Dulles

And this 2020 summer we drove together again through some of those same states, now in our C4S. Just the two of us at an Inn in Vermont, enjoying the roads and towns around Warren and Woodstock. She kidded me about washing the car daily at a local car wash, but she understood and reveled in the personal thrill of being in a wonderful car. A memory both revisited and created.

And then my son and our times together. Buying him his first helmet at OG Racing, watching him progress from Green to Blue group at Summit Point, seeing his instructor place the "Solo" sticker on his windshield, chatting with other gear heads at the track, planning a trip to VIR, seeing him keep his car clean inside and out. (And yes, hearing him constantly talking about modifying his car, a distinct and indefensible reminder of my early car years). Last week he told me, "The best thing about this pandemic is that I can spend more time with you enjoying cars and my baby Porsche BRZ."

Then Halloween comes along, and what does my son carve into our pumpkin? A 911 silhouette, which adorned our front porch for all trick or treaters to see.

"Dad, my dream is to have a Porsche like yours someday."

corridor near Leesburg. We had shared the dream that so many fathers have, enjoying sports car events with their sons. After his last run at the track, he had said, "Dad, my dream is to have a Porsche like yours someday." That's when the gene thing hit me like a Mike Tyson jab.

Athletes inherit genes from their parents, geniuses do the same. And what is evolution if not the inheritance of fundamental and adaptable genes? And haven't those genes affected not only individual lineages but families and larger social gatherings (PCA, for example?) and generations?

Consider that 30 years ago my wife-to-be and I took a 1,000 mile trip in my 1961 Super 90 Roadster. Following the Boston Parade, we drove throughout the northeast—Connecticut, New York, Maine, Vermont, and Pennsylvania. It was quite a folly, considering the car's vintage, the traffic, the weather, the back roads far from a repair facility. But we were ecstatic, driven, fulfilled, and we forged a lasting bond for our marriage of now 30 years.

And finally, another two day adventure with him at Virginia International Raceway. He drove that same track I had driven years back in my 2001 911 Turbo, and did it with pride, enthusiasm and skill. The paddock was filled with all manner of Porsches: GT3s, Cup cars, Cayman GTs, a brilliant orange GT3RS, a stunning black GT2RS. We might as well have just rolled up our sleeves and received a Porsche blood transfusion.

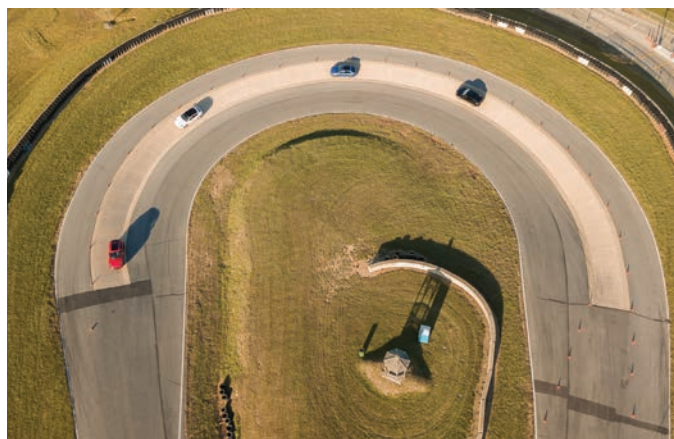
Some pretty powerful stuff, this. A lifetime of passion. A marriage influenced and sustained. A bond forged between father and son. Trips planned and hopes created. Apexes hit and laps timed. A fire is still burning.

Explain it all if you can, to me and to yourself.

Porsche folks often say, "It's not just about the cars, it's about the people." I agree, but it might—just might—also be about something else, something even more fundamental, more inalterable, more GENETIC. **DV**

Porsche Experience— Summit Point Motorsports Park

STORY BY GLENN COWAN AND
PHOTOS BY PCNA W/PERMISSION



Casey Parkin from Porsche Silver Spring called to ask if I wanted to invite a friend and spend half a day at Summit Point Motorsports Park in West Virginia driving the newest Porsches around their most technical track. Let me think—raking leaves, attending four Zoom meetings, staring at my car in the driveway—sounds like I'm taking the day off for some fun!

The day dawned bright and almost too hot for a jacket—perfect! By 0800 my friend Greg and I were assembled with some 25 other lucky souls. After collecting our Porsche swag in a nice Porsche backpack goodie bag and getting fitted for helmets, we were divided into three groups which in turn would drive a 992 Carrera, 992 Carrera 4S, Macan S and Cayenne GTS in a lead/follow around Summit Point's Shenandoah Circuit. Each car had a radio, which permitted the Instructor to encourage and applaud each driver's performance as appropriate. It wasn't racing but it was fun and much more than you would try on the open road.

It was also interesting to compare and contrast the handling and performance of the four cars in rapid order, which is a rare experience. The difference between the 992 Carrera and the Carrera 4S was particularly evident given the increased power and extra drive wheels of the latter.

Next, we got a look and feel of the future on an abbreviated autocross track driving the Taycan Turbo. The highlight of this segment was not the handling or the quiet but the sheer power of the electric motors. We each were permitted one launch control start through a section of turns. Greg is still talking about it a week later! I've done this in several 992s and the Taycan makes those seem like well, tame. Seriously.

It was a fun and informative half-day and to be recommended if you ever have the opportunity! **DV**



OCTOBER NEW POTOMAC MEMBERS

MOSAAD ALOMAR
2020 911 Carrera S
from Bethesda

FRANK BORRIS
2015 Cayman GTS
from Washington

PAT CALLAGHAN
2006 911 Carrera 4S
Cabriolet
from Frederick

MIKE CANNEY
2019 911 GT3
from Purcellville

CHAD CONNOLLY
2016 Cayman GT4
from Bethesda

ADAM COONIN
2001 911 Carrera 4 Coupe
from Potomac

KARINA DANILYUK
from Washington

PETE DYER
2012 Panamera 4S
from Upper Marlboro

DANIEL EGGEN
2007 Cayman
from Washington

ROBERT FOX
2005 Boxster
from Monrovia

JEREMY GREER
2012 Cayman
from McLean

DANNY HERRERA
2003 911 Carrera Coupe
from Alexandria

LOUIS KIANG
2013 Boxster S
from Silver Spring

ANDREW KUHN
1983 911 SC Coupe
from Fairfax

DONALD LUCAS
2020 Panamera 4S
from Washington

JIM MAPLE
2019 911 Turbo S Cabriolet
from Purcellville

STEVE MARCOM
2012 911 Turbo S
from Fredericksburg
transfer from Riverside

MARK MCLENDON
2020 911 Carrera 4S
from Centreville

ANDREW MURPHY
1990 911 Carrera 2
from Cheverly
transfer from
North Florida

MICHAEL NICHOLAS
2017 911
Carrera 4S Cabriolet
from Vienna

BRIAN NOSICH
2005 Boxster
from Huntingtown

JEFF PARKER
1986 944 Turbo Coupe
from Winchester

BRIAN PETRUSKA
2003 911 Carrera 4
Cabriolet
from Vienna

BRIAN POWER
2004 911 Carrera Cabriolet
from Potomac Falls

BRADLEY REX
1993 968 Cabriolet
from Vienna

JORGE ROBERTS
2015 Cayenne S
from Vienna

ISMAEL CRISTIAN RODRIGUEZ
2018 718 Cayman S
from Bristow

ZHANG RUNLIN
2010 Panamera Turbo
from Fairfax

ANTHONY SCHIAVETTI
2006 911 Carrera
4S Coupe
from Falls Church

NIC SCHMIDT
2010 Cayman
from Beavercreek
transfer from Alabama

PETER SIESTRZEWITOWSKI
2004 911 40th
Anniversary Coupe
from Washington

LESLIE SIMS
2020 Cayenne S
from McLean

JEFF SMITH
2016 911 Turbo S Coupe
from Leesburg

PAUL SWIENTON
1989 911 Carrera 4 Coupe
from Potomac

V. GREG TOMA
2011 Cayman S
from Parkton

STEVE WALKER
2009 911
Carrera S Cabriolet
from McLean

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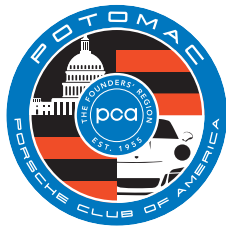
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2021 Executive Board Elections

Register to vote at
msreg.com/2021Elections

December 5, 2020 at 10:00 a.m.





PCA Potomac Anniversaries

NOVEMBER
2020

40 YEARS

Theodore Baird & Claudia Phelps

35 YEARS

Anthony & Susan Lane

30 YEARS

John & John Okeefe

25 YEARS

Clarion Johnson
Fred & Judy Herbst
Charles & Chris Halloran

15 YEARS

Frank & Daphne Frysiek
Gregory Brown
Donald & Joyce Steele
Preston Calvert

10 YEARS

Jonathan & Karen Dunn
Lisa & Stephen Gerke
Jennifer & David Gerson
John & Teddy Kroll
Manny Holguin & Jay Kalavapudi

5 YEARS

Joseph Ayoub
Ira Kitmacher
Steven Novak & Kristina Novak
Michael Quinlan
Kyle Langdon
Scott Hansen
Jay Smith

DER VORGÄNGER

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 99L.
- Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
- Interviews with interesting people who own interesting Porsches such as the one on Sal Fanelli, who owns a Porsche tractor.

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

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

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To feel something real.

Democracy, war, elections, pandemic, wildfires, hurricanes, tropical storms, climate change, fake news, real news, masks, politics, polling, voting, illness, death, joblessness, stock market, social distancing, cancelations, depression, recession, podcast, YouTube, Facebook, Twitter, Instagram...

Please, I don't mean to be without compassion here at all. But wouldn't it be nice if there was one key that could turn all of this stuff off for a few hours, while turning you on in the process? Thankfully there is. You own it and I hope like hell you've been using it.

If ever there was a time to have a beautiful, dare I say, therapeutic and transformative Porsche in your driveway or garage, boy this is it. Take a slow walk to it. Look at every line on it (or them). Let its color be as visual as possible. See how the light dances off each and every curve. Look at its contrasting shadows and shiny highlighted details. See its textures in parts made from alloy, rubber and cloth. Be conscious about why you have it, what you went through to get it, who you have shared it with, where it has taken you, the great times you've had in it and the great times you will have in the future.

Walk 360 degrees around it. Put both of your hands on its fender. Close your eyes. Feel something real. Remember the day you saw it for the first time. Reach for the door, open it and slide yourself onto the seat. Close the door and breathe calmly, but allow yourself to be filled with excitement. Fill yourself with gratitude in knowing your privileged position. Not everyone gets to do what you are about to do.

Turn the key and feel your heart beat match that of the engine Porsche engineers have provided you with. Let its high idle build heat and life into the otherwise cold machinery and you.

Be one with it. There is no need to think about what has been mentioned in my first paragraph. There is no need for the radio, just feel and hear the mechanical music. Revel in knowing its audibility is connected directly to you through your right foot. It's time to make it move and for you to move with it. Do so with purpose and spirit. Do so as if your inner soul depends on it. Do so as if it is your survival at stake. Now yell out, "Happy Holidays!"

This is the eleventh Fuel For Thought. The last one of its first year. A year we may wish to forget, but we know we never will. I want you to know, every time I have sat down to write this column, that excitement and thought above is exactly what I try to bring to this column, and this was not an easy year. For not having the feeling of ownership and driving Porsches front and center in my mind, I would have struggled for things to say. A club is about its members, but its members,

FUEL FOR THOUGHT

BY TOM NEEL

in this case, are thankfully about the passion and enjoyment of Porsche ownership.

What has helped me get through a year of social solitude has truly been in part shaped by attending this year's Werks Reunion at Amelia Island. Speaking with true Porsche personalities like John Oates and his wife Aimee, Rod Emory and his wife Amy, legend Jacky Ickx, recent PCNA President and CEO Klaus Zellmer, friends at PCA National, Panorama photographer Michael Allen Ross and the list goes on. Then two visits to the Porsche Experience Center. One joined by Linda and Klaus Zellmer, as the first to be back on

track for their reopening in May, and where I drove the 991.2 Turbo S and the all new and brilliant Taycan Turbo S. The second for the delivery of our new 718 Spyder, which was the first 2020 Spyder delivery at PEC. Both getting to drive the new GT4 and having a

memorable time as it was Linda's Birthday. One celebration that wasn't missed.

We then more recently attended our first Treffen Tour at the historic Greenbrier Resort and Spa. Social distancing and the less than perfect weather aside, it was great to be driving Porsches through the beautiful West Virginia and Virginia countrysides, being with likeminded members and friends, including the editor of this magazine. It was amazing to feel something real. It was a profound reminder of how much we are not a socially distant society, and certainly not a socially distant club.

So please let me leave you with this. May you, your family, friends and fellow members, first and foremost, be healthy and happy. May you find any reason you can, each and every day to simply smile, but hopefully even laugh. I pray for world healing, and I hope for a time of togetherness. Of course, this means I hope you and your Porsche will find time together too! **DV**





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