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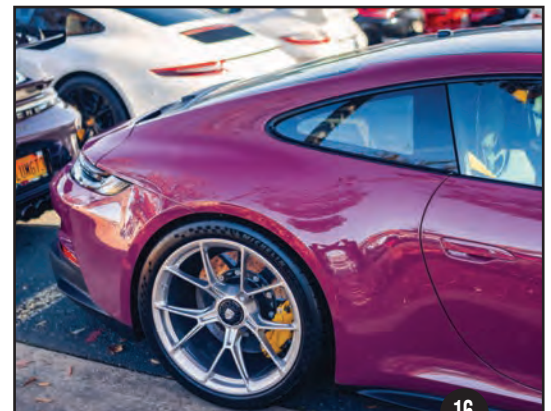
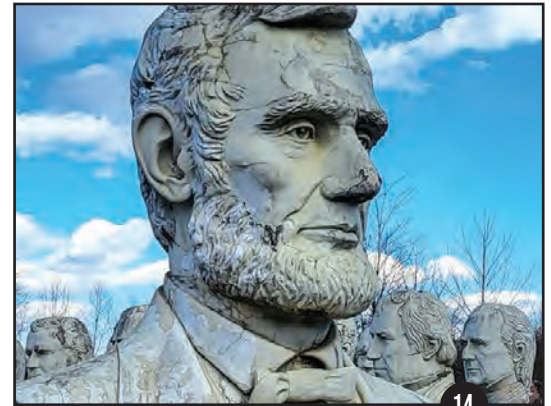
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COVER PHOTO

The distinctive "swan-neck" rear wing on a 992 GT3 RS means serious aero business. Story page 16. Photo by Mohammadali.

BACK COVER

AO Racing No. 77 Porsche 911 GT3 R (type 992), known as "Rexy" in GTD Pro, races through the night at the Rolex 24 at Daytona. They would finish second in class. Story on pg. 20. Photo by Mike Walgren.

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In This Issue... A Robin's Song



Steve Grumbach
Editor

Last month we featured a long (and season-long) list of the wide variety of Potomac club event opportunities for you to enjoy your Porsche in the year ahead. In every issue of dV, we make it a point to feature recent activities; thus, with the inevitable seasonal slowdown during winter months, assembling an edition in February to spotlight meaningful highlights is, ahem, a challenge. Or so I thought.

As I write this morning, I noted the first signs of the beginnings of winter's harsh retreat, accompanied by the hopeful harmonies of robins in song. It was as if nature delivered a signal that good things were starting to stir. Given the breadth of our region with many members of divergent interest, a lot of worthy and interesting things have transpired despite the dearth of regularly scheduled activities; through a combination of savvy teamwork and sheer good fortune, it was a month containing a variety of winners.

First and foremost – We got a big lucky winner! Before the last day of January, PCA announced Potomac **Trey Harper** won one of the 2nd Grand Prizes in the Fall 2023 PCA Member Raffle. The story behind Trey getting the news and his reaction is told in our Program Highlights section.

And in the first Rally of the season, **Richard and Marghe Bowker** bested a fleet of modern Porsches in their 1968 Porsche 912 in the Mile Marker Madness rally. You can also easily spot the hearty pack of Potomacans amongst the Presidents Heads on a Fun Run in mid-February.

Speaking of winners, after 25 years Roger Penske's team drove their Porsche home to victory at the IMSA Rolex 24 at Daytona. Potomacans **Stu Wirtz** and **Mike Walgren** were there, and they sent back their unique perspectives with a story and photographs.

Alan French returns to these pages, reflecting in a thoughtful piece on "What Is a Classic Porsche?" Only you can provide the answers...

And if you have a classic Porsche, you might want to make plans to do something to it, as well as with it: **Mark Miller**, owner of Westminster Speed & Sound and current Vice-President of the PCA Chesapeake Region, offers ideas on how to upgrade the audio system in an air-cooled Porsche.

Finally, many answered our call to share photos of their most prominent family members – along with their Porsches.

So, despite a slowdown in an otherwise sparse calendar of events, the robin sang – and we have a potpourri of Porsche stories for you. I hope you enjoy it. **DV**

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Better Together



There's nothing better than the sound and smell of an angle grinder cutting away metal in the morning. You might think that's an odd statement to make as most of us would rather enjoy some peace and quiet and a cup of coffee, and you would be right. However, the other weekend I was helping some PCA friends (my father-in-law and

our esteemed Autocross chair) with a seemingly easy project on his 911, adding some camber plates to the front dampers. It turned into a two-day project, where we had to make some custom tools and order some others, hence the angle grinder. We had hit a snag with how to torque the top nut on the damper spindle and keep it from turning, with the added bonus of the PASM cable coming out of the center of the spindle. Bill whipped out the angle grinder and we sacrificed two of his sockets, cutting a notch in the side of one, and drilling out the center of the other for the cable to pass through. Though it took some time and some mental gymnastics to figure out, we got the camber plates installed and Vince was ready for the DE season (after a track alignment, of course).

This winter project got me thinking about how this club is more than just all of the events and activities we do. It's about the people and the connections we make with them that continue into the off-season and throughout the year. I'd love to hear more stories from our members on how you all stay connected in the off season. Concours folks, did you do anything special with your cars to make sure they are extra clean for the spring? Drive and Dine, and Rally folks, have you gone on any fun adventures or trips? DE and AX folks, have you made any improvements to your cars?

Please share and send your stories into dV so we can learn how you all stay connected! DV



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President



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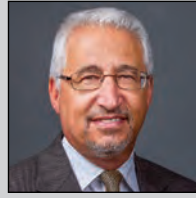
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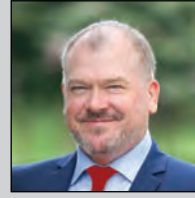
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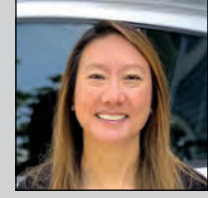
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2024 CALENDAR OF EVENTS

MARCH



17 Fun Run: Luray Cavern Adventure
Porsche Chantilly
Chantilly, VA



22 Potomac's First DE -
Friday Solo Day
Summit Point Circuit, Summit Point, WV



23 Speed Limit Sign Gimmick Rally
Cockeysville, MD



23-24 Potomac's First DE of the Season
Summit Point Circuit, Summit Point, WV

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

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

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Firebird's Wood-Fired Grille
14020 Promenade Commons St.
Gainesville, VA

Maryland

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

APRIL



12-14 Potomac's VIR DE
Virginia International Raceway,
Alton, VA



13 Drive & Dine: Dark Horse Irish Pub
and Blue Valley Winery,
Flint Hill, VA



27 Autocross: PCA Potomac
Autocross School
Potomac Pad, Summit Point, WV



28 PCA Potomac Autocross #1
Potomac Pad, Summit Point, WV



28 Second Annual PCA Founders Region
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Trey Harper gets the news! PCA Potomac Vice-President Ed Hahn (left) and President Steve Bobbitt (right) surprise Trey at his home in Chantilly, Virginia in late January. Photo by Damon Lowney, PCA

A Dream Came True...

Potomac Trey Harper is a PCA Fall 2023 Member Only Raffle Winner!

STORY BY STEVE GRUMBACH

Each fall and spring, Porsche Club of America holds a raffle in which PCA members may purchase entries for a chance to win a brand-new Porsche. For the Fall 2023 Member Only Raffle, the first grand prize was a 2024 718 Spyder RS plus \$25,000. Subsequent grand prizes are a choice of either a 2024 718 Cayman or 718 Boxster Style Edition, plus \$25,000.

The 1st Grand Prize Winner was Jack Rech from the Carolinas Region; there were six 2nd Grand Prize Winners, of whom Potomac Trey Harper was one.

There's a bit of story on how he got the news. It took some surreptitious maneuvering to conspire with Trey's wife, Kere, to get his schedule and ensure he was home when PCA Potomac President and Vice-President Steve Bobbitt and Ed Hahn arrived to deliver the news. (She also picked up some balloons – seen on the edge of the photos.)

Recalling the moment, said Trey, "My jaw hit the floor, and my eyes probably looked like cartoon saucers when I saw Ed and Steve, with Damon as the surprise cameraman! I thought maybe I'd wandered into a reality TV show by accident. The disbelief was real – I half-expected someone to yell, 'Cut!' and reveal it was all a setup. But no, the grin plastered on my face was the real deal – a mix of shock, disbelief, and pure joy."

So, you know, Trey says he has been entering the raffle since he joined PCA. "I've been throwing my hat in the ring since 2012 when I joined PCA after buying my first Porsche, a 964 C4 (that I sold, sadly). I always buy two tickets for each raffle. It's been my biannual leap of faith – I never really expected to catch the golden ticket, but supporting the club and fantasizing about a free Porsche in my driveway always seemed like a win-win situation."

As for his plans for the car: "Autocross is definitely on the agenda, along with weekend escapes and scenic backroad adventures in Virginia. There's something about the open road that beckons, and I can't wait to answer the call in my new ride."

Now that he's won there are decisions to make – not only between either the Boxster or Cayman, but he can select color and any build option; he has until the end of February to do so. "I've settled on the Cayman to join its siblings in my garage, a 981 Cayman GTS and a 993 Targa. I also have an E46 M3 as my track day warrior, I think it's about time the 981 Cayman gets an upgrade to full-time track duty. The new Cayman? That'll be my ace in the hole for Autocross!"

And as for color? That's still up in the air. "I'm swaying towards Arctic Gray, reminiscing about my previously owned 991.2 in Chalk. It's like picking a favorite child, which is impossible."

The process forward is PCA handles fulfillment of the financing in the amount of the prize (plus \$25k in cash) which is a nicely optioned 718 Style Edition: PDK, Bose audio, adaptive sport seats and a Premium Package, including special lighting. The winner then chooses a dealer and completes the final build-to-order selections (as a normal customer order would do), including delivery location options. Then there is the wait for production and delivery of the car they specify. It will likely take around six months from time of order before Trey gets his car.

Just what he decides and when and how he'll take delivery – well, for THAT part of the story we'll all have to wait and see. So, watch this space!

Asked his overall thoughts on this experience Trey said, "Calling it surreal doesn't quite do it justice – it's been a whirlwind of excitement, disbelief, and gratitude. The PCA isn't just a club; it's a family. And this win? It's the cherry on top of an already fabulous journey. I cannot count the number of calls and texts I received from my PCA Potomac friends once the news leaked out. A massive shoutout to PCA for the thrill of a lifetime." DV

WATCH AS TREY HARPER (AND THREE OTHER GRAND PRIZE WINNERS OF THE PCA FALL 2023 MEMBER ONLY RAFFLE) ARE SURPRISED WITH THE NEWS:





Potomac Program Highlights

COMMUNITY SERVICE & TECH INSPECTION



Left to right: Mark Salvador, Vince Vlasho, David Evans, and Mark Astore inspect David's Cayman



Left to right: Mark Astore, Monika Bratter, Eric Nelson with Chris Geerdes and his 1968 912 Targa

Program Highlights: Community Service & Tech Inspection

Teaming Together for Safety - Inaugural HPDC tech inspection at Montgomery College's Automotive Technology Program

STORY AND PHOTOS BY MARCIE CALCAGNO

On February 25th the collaboration between Montgomery College's Automotive Technology Program, PCA Potomac's Tech Inspection and Community Service committees successfully hosted the first ever HPDC Tech Inspection Day. When the need for a tech inspection site for the new HPDC Tech Inspection was identified, Community Service connected the Tech Inspection committee with the Montgomery College Automotive Technology Program, forming a partnership to host this essential event. Twenty cars arrived at the Montgomery College Rockville, Maryland campus along with a dedicated team of inspectors. Over a third of the cars were

deemed not ready for the HPDC, but with the inspection results in hand, they now know what needs to be done to ensure their cars will be safe for the future HPDC event.

PCA Potomac sponsors the Tool Scholarship for graduating students in the Montgomery College Automotive Technology Program. The awardees must achieve academic excellence with a minimum of a 3.0 GPA and must show a commitment to the automotive technology career field. The PCA Tool Scholarship is matched by Snap-On Tools, further helping the new graduates with the tools needed to succeed in this career. **DV**

RALLY



Richard & Marghe Bowker pilot their 1968 metallic blue Porsche 912 along the rally route.

Mile Marker Madness Rally: A Day of Thrills, Challenges, and Triumphs

STORY BY EMELY WINNERT
PHOTOS BY NICHOLAS LECHNER

Blessed with bright sunshine and warm temperatures on a mid-winter's day, the Rally season kicked off February 3rd with 18 cars and 35 participants. The theme was "Mile Marker Madness;" starting at the assembly point at Porsche Chantilly, the challenge was to identify, by location, a long series of landmarks along a 105-mile route through western Fairfax, Fauquier and Loudoun Counties.

It proved to be an exhilarating trial of precision driving, keen observation, teamwork and unyielding determination. Contestants were given the route to follow and record the location of 21 specific landmarks, such as "Rusted Silo Missing Dome," and "Cox Farm Big Yellow Chair." To add to the mayhem, the list of items was not in the order of travel!

The format required each to set their trip mileage to zero and prepare for a wild ride as they navigated twists, turns, and unexpected challenges. Participants followed a meticulously planned route, keeping their eyes peeled for hidden items scattered along the way. Each found item marked a triumph of teamwork and strategy to secure their place on the leaderboard. It wasn't easy: The most commonly missed items were: "Rusted Tractor"; "Girl Riding Horse Yellow Diamond Sign"; "Green Old Truck with Tree" and "Red Barn with Green Rooftop."

Upon reaching the finish at Bluemont Vineyard, Bluemont, Virginia, the atmosphere was electric with anticipation as results were tallied. Cheers erupted as the top three teams were announced, each earning a coveted coin and ultimate bragging rights:



Rally Co-Chair Emely Winnert (left) congratulate 1st Place winners Marghe and Richard Bowker at the Bluemont Vinyard.



Mile Marker Madness rally participants learn the results from Emely Winnert at the Bluemont Vinyard, Bluemont, Virginia.

1st Place: Richard & Marghe Bowker won the day in their 1968 metallic blue Porsche 912. They bettered a fleet of 30 other competitors in 17 modern Caymans, Carreras and Boxsters – somewhere Ferry is smiling. Said Richard, “Our goal for the Rally was just to finish. It was great fun finding the various items along the route on a beautiful crisp winter day. In the oldest car in the Mile Marker Rally, Marghe and I were happy that the heater somewhat worked, and we were greatly surprised and delighted to find that we won our first ever driving event.

“Marghe and I had a grand time - our only goals were to arrive at the correct place and to not break down along the way. Not for one moment did we think we might win. The stars must be aligned!”

2nd Place: John & Carol Evans claimed the runner-up spot with their sharp observation and strategic planning.

3rd Place: Rodolphe Boulanger, Colleen Lawrie, & Felix Boulanger each took third-place, showcasing their tenacity and teamwork throughout the rally.

As participants toasted their achievements and exchanged stories of their adventures on the road with their fellow Potomac contestants, it was clear that Mile Marker Madness was more than just a rally – it was also a celebration of passion, camaraderie, and the unbridled joy of driving.

As the sun set on another unforgettable day, participants departed with lasting memories and a renewed sense of friendship within the automotive community. Mile Marker Madness may have ended, but its spirit of adventure will continue to inspire future rallies and unite enthusiasts in their shared love for the open road. **DV**



Our intrepid group of Potomacans: (L/R) Daris Marrison, Danilo Queiroz Palermo, Raymond McJonathan, Cindy Choi, Bayanne Hauhart, James Hauhart, and Emely Winnert

Colonial Cruise to the Presidents Heads: A Presidents' Day Adventure

STORY AND PHOTOS BY EMELY WINNERT

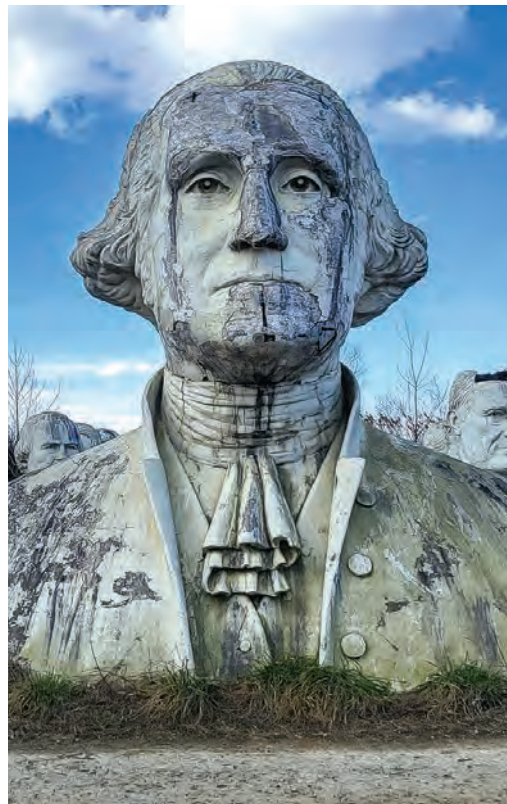
In a testament to the unpredictability of weather forecasts and the resilience of adventure seekers, eight participants embarked on a memorable journey: the Colonial Cruise to the Presidents Heads. Despite dire predictions of a snowstorm that never materialized (and the cancellation of the PCA event), the group set off in six cars, undeterred by the brisk elements on February 17th – appropriately enough, on Presidents' Day weekend.

Originating from Bristow, the convoy's destination was Croaker, Virginia, near Colonial Williamsburg and the location of one of America's most intriguing landmarks: the Presidents Heads sculptures. These 42 larger-than-life busts of former U.S. presidents have captivated visitors for years, offering a unique blend of historical intrigue and quirky charm.

Originally part of an outdoor museum that unfortunately faced bankruptcy in 2010, the fate of these iconic sculptures seemed uncertain. However, rather than succumbing to neglect and decay, they found a new home on private property, nestled within a functional industrial recycling facility.

For the intrepid travelers on the Colonial Cruise, the allure of the Presidents Heads lay not only in their historical significance but also in the adventure of seeking them out. The group traversed the scenic backroads from Bristow on the two and a half hour, 158-mile journey through the Northern Neck peninsula to Williamsburg.

Arriving at their destination, the participants were greeted by the imposing visages of former commanders-in-chief, each one meticulously crafted and weathered by time. Despite their somewhat unconventional surroundings, the sculptures retained an air of dignified authority, inviting visitors to ponder the legacies of the men they represented.



Reportedly, George was heard to remark, "I don't know who these other guys are, by its MY birthday!"

As cameras clicked and conversations buzzed with excitement, it was evident that the joint journey had been well worth the effort. The Presidents' Heads Run had provided not only a glimpse into America's past but also a shared experience of treasured fellowship and comradery in spite of the elements.

Beyond the novelty of the sculptures themselves, the adventure served as a reminder of the resilience of human creativity and the power of community. Despite the challenges faced by the outdoor museum that once housed these iconic figures, they had found a new lease on life, continuing to inspire and intrigue visitors from near and far.

In an age where historical landmarks often compete for attention with modern attractions, the Presidents' Heads stand out as a testament to America's rich heritage and enduring fascination with its past. While their journey may have taken a few unexpected turns over the years, their presence serves as a reminder that even in the face of adversity, history endures.

As the participants bid farewell to the Presidents' Heads and began their journey back home, they carried with them not only memories of a unique adventure but also a renewed appreciation for the stories that shape our nation's identity. And though the weather may have been unpredictable, their spirit of exploration remained undiminished, ready to embark on the next great adventure that awaits.

Note: If you are planning a future visit, be sure to first see information on obtaining tickets to the site here: thepresidentsheads.com DV



A 992 GT3 in Signal Yellow looks so right among the seasonal change of autumnal trees.

Fifth Annual GT Meet: A Dynamic Display of Vibrant Colors

STORY BY GARY SIDELL

PHOTOS SUBMITTED BY LOKI BABU, COURTESY: MOHAMMEDALI, MOHAMMED, KEVIN, JOSHUA, AND HARRISON

On a clear, sunny, and quite crisp early morning last November, at a strip shopping plaza in front of a Starbucks on Route 7 in Vienna, Virginia, this year's annual convocation of various GT Porsches gathered for their owners – and many others – to inspect. Much more a “meet-up” than a show, GT3s, GT4s, GT3 RSs, GTS RSs and GT3 Tourings predominated the assemblage. Though the event was listed for only two hours, this year's participant population dwarfed last year's, with more than 70 cars on hand. Like aggressive predatory pack hunters, four to six cars arrived into the lot together, each a different color, but all announcing their presence with authority. Talk about making an entrance!

This get-together produced a stand-out variety in a cornucopia of colors not generally found in the more traditional color palette of 911s. Some were unique to GT models, and others were Paint-to-Sample editions, plus there were a few that had their paint color ended in mid-production, making them even more rare. This is representative of the emerging but sustaining trend in Porsche-world of lavishing distinctive colors to further emphasize the stand-out presentation of these high-performance models. Striking colors were scattered like Skittles among the more conservative whites, blacks and variations of gray: Shark Blue, Lava Orange, Viola Metallic, Ruby Star Neo and Python Green were present, resplendent in the bright sunshine.



Loki Babu's Shark Blue Spyder.



The tail treatments of several GTs.



GT3s in Guards Red and Miami Blue look just right together.

Loki Babu, the event organizer, was responsible for getting these unique “no substitute” machines to appear, and was even more impressed with this year’s participation compared to years past. As the group leader, he had to set an example; he brought a barely used bright Shark Blue Spyder with black-and-white houndstooth seats and white contrasting stitching on the black leather interior. The Shark Blue, also appearing on twin GT4s, is eye-catching and makes quite a statement (see photo).

Judging from the total number of cars participating, the event was a great success. If you missed it, it is an annual event in our area near the end of the season and runs for only two hours. (Not surprisingly, these guys are in a hurry.) These cars are truly unique, so make the effort this year to see these unbelievable machines! **DV**



Plenty of colors to choose from – a GT4 RS in Ruby Star catches the eye.



Geraldine a Great Dane as seen in Jan 2018, rests in her comfortable perch aboard Todd Minners' '84 928S.

PCA Potomac Pampered Pooches and Porsches

Or should it be, “Pampered Porsches”? Like our cars, our canine companions are indispensable family members inexorably woven into the fabric of our lives. It’s notable that with increased frequency our dogs are coming along on the adventure of club activities. In March 2022, even Porsche published an on-line story with tips about, “How to take your dog on a Porsche road trip”, with helpful common-sense advice to ensure comfort and safety. This QR Code will take you to the story.



Early this month we solicited photos of your canine with your Porsche and were thrilled by the responses. DV



Mr. P (short for Mr. Peanut Butter), a 5-year-old English Cream Golden Retriever with their 2019 Boxster GTS. Photo by Steve Gransback.



Bobby Mack is a rescue Beagle mix around 10 years old. He's shown here (with a little Photoshop magic) in Tom Kashynski's backyard atop his 2011 Cayman S. Otherwise a beagle this large would certainly be cause for concern!



Tär, a 5-year-old champion Black Labrador Retriever, came to Mike and Kim Copperthite from Scotland. The Macan is his transport to rivers, lakes, streams, hikes, and several PCA Potomac events.



Mark and Heather Skosish on board with Hendricks at the Christmas in Middleburg parade.



Klaus, an eight-year-old, mostly-Maltese, is sporting his Stuttgart-ready sweater adorned with pretzels and steins aboard Patrick and Christine Lofy's 2018 911 Carrera GTS.



Judy Courbois caught this sweet image of Nellie, a Golden/Aussie mix, a constant companion in her 2011 Carrera coupe.



Truman, an eight-year-old Australian Shepherd, with Targa. Photo by Steve Grumbach



Cooper, a 10-year-old Cockapoo rescued about 4 years ago, is always ready for a ride in Barry Brown's 2021 Carrera S.



DE Co-Chair Susan Kimmitt and Jack, a three-and-a-half-year-old Papillon, is a regular at Summit Point events. Photo by Marie Bellantoni.



Oscar, a seven-year-old Walker Coonhound, insists on luxury bedding in Arlington VA. Photo by Todd Minners.



Thor is a 10-year-old Pomeranian that loves to go for a ride anywhere; here aboard Craig Davidson's 911.



ROLEX 24 AT DAYTONA

Fans anticipate the start of the Rolex 24 at Daytona with a formation fly-over on a spectacular sunny afternoon in late January.

STORY BY STU WIRTZ
PHOTOS BY MIKE WALGREN

As soon as the racing ends at Petit Le Mans in the fall, I start counting the days until the Rolex 24 at Daytona. As disappointing as the 2023 racing season was for many Porsche fans, a late season resurgence was cause for optimism. That, and my complete faith that Porsche will not rest until it finds success on the racetrack, filled my travel to Daytona with anticipation and promise.

I had a great view of the racing action. This was my fifth year in succession serving as a corner marshal at the Rolex 24, working the Le Mans Chicane (formerly called the Bus Stop). I was joined by fellow Potomacan Dave Hagopian, and together we could not enjoy a better view unless we were sitting in the cockpit. Daytona means great racing, and this year was no exception – much like in 2022, when Porsche factory drivers



911 GT3 Rs in GTD of MDK Motorsports and Kellymoss with Riley No. 92 battle on the high banks.



Corner Marshalls and Potomacans Dave Hagopian is the masked man waving on left with author Stu Wirtz working the Le Mans Chicane. Photo by Dave Green.



Bunched Action in GTD Pro.

Mathieu Jaminet and Laurens Vanthoor waged NASCAR-style war in the final minutes in their customer 911 Rs, culminating in both skidding onto the grass in a synchronized drift right in front of us, with Jaminet getting back on track ahead for the GTD Pro class win.

But not just a class win this year, we won the race outright!

Let me explain. Porsche races in three of the four IMSA classes: the fastest class, hybrid prototypes, confusingly called GTP or Grand Touring Prototypes; and both production-based classes, cars built to a global set of GT3 rules, one class for professional teams (GTD Pro), the other Pro-Am (GTD). The D stands for Daytona. The cars are identical in the two GT classes; the only difference is that GTD allows for only one pro-level rated driver, while in GTD Pro, the full driver lineup can be pro-rated.

Although Porsche is always represented in the GT classes, with the 911 of course (in recent years sometimes joined by the Cayman), the Porsche GTs rarely contend for the overall win (with history-making exceptions in 1973, 1975, 1977 and 2003). As a rule, the top prototype cars are markedly faster than production-based machinery.

This is the second year for the GTP class, for which IMSA (in the US) and the FIA's World Endurance Championship (WEC) (in Europe and beyond) have created a joint set of rules allowing a manufacturer to race in both series with one car. Porsche's prototype has been dubbed the model 963 (in homage to the iconic 962 racer of the 1980s and early 1990s).

Last year's Rolex was the debut for these new prototypes, and each manufacturer, including Porsche, struggled with the new hybrid machinery. These are among the most intricate cars ever built. The electric motor has a complex role: it starts

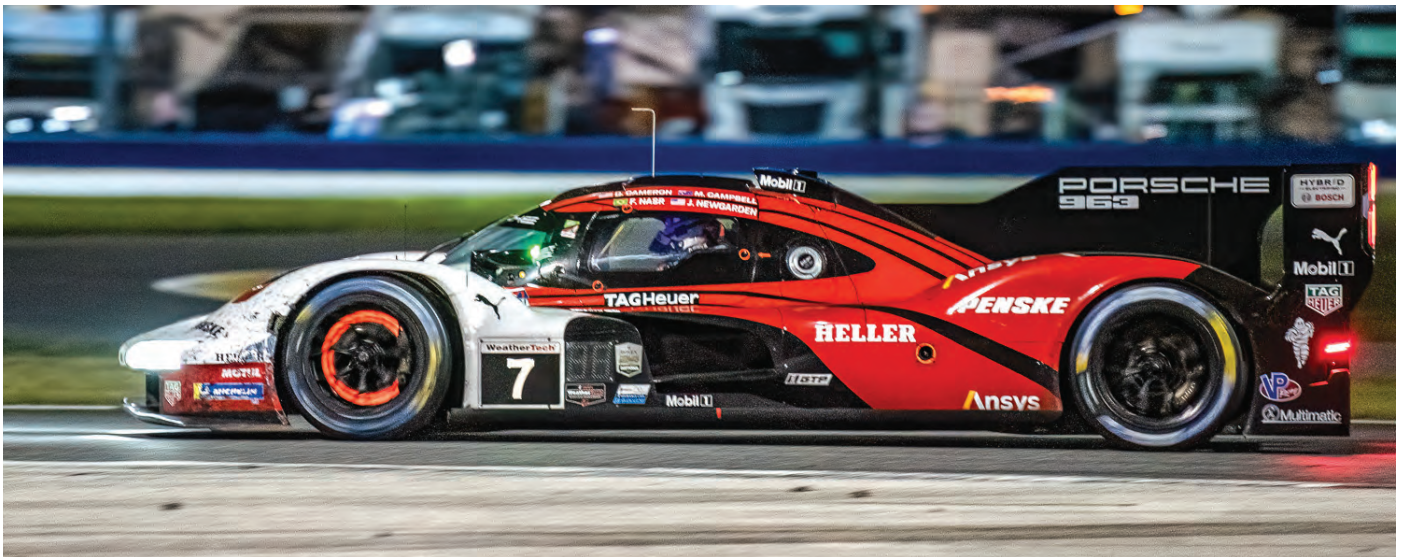
the car, provides power, aids in deceleration, and charges the battery under both braking and acceleration. The total output of the combustion engine and electric motor cannot exceed a prescribed limit, measured continuously. Electronics govern it all, and it is mind-bendingly complex.

No wonder each manufacturer suffered a few mechanical woes. Nevertheless, the Porsche 963 managed to finish the 2023 IMSA season with a rush of success as the runner-up in the GTP manufacturers standings. In Europe, though, the results were not quite so positive, and the competition was much stiffer. Porsche finished a distant 3rd in the prototype class, with emphasis on "distant." Toyota, which does not race in IMSA, benefited from its pre-existing WEC hybrid program and won with 217 points; Porsche had 99.

Back in the GT categories, 2023 saw another Porsche debut – the new 992 version of the Porsche GT3 R. The new 911 did not fare as well as hoped, finishing the IMSA season 4th in Pro and 3rd in the Pro-Am category.

But Porsche was upbeat about the progress it made with the new cars over the winter, and looked forward to kicking off the 2024 racing season in Daytona. The Porsche Penske Motorsport team runs Porsche's factory prototype effort, both in the US and abroad, including of course Le Mans. If you follow motorsports, you know that Roger Penske is never denied for very long. Porsche does not have a factory GT effort in IMSA but it does support its 911 GT3 R customers.

So I could not wait for the green flag. I was hoping for an overall victory for the 963, knowing you need a lot of luck to win a race that lasts twice-around-the-clock. And as a 992 owner and fan, I was really looking forward to the 992-based GT3 R finally showing its pace.



Glowing red rotors distinguish the winning Penske No. 7 as it runs through the night, here at 4 AM on Sunday.



Second place finisher in GTD Risi Competizione Ferrari GT3 296 runs through the night.

GTP Class

The Rolex 24 is an endurance race, but it appears nobody told the race teams. It turned out to be, rather, a sprint race that lasted 24 hours. The cars and drivers were flying from the start. And parity is the word to describe the strength of competition in the prototype class. Fans were treated to good racing and fast lap times from all four manufacturers: Porsche, Cadillac, Acura and BMW. The fastest race laps for each of the 10 GTP cars came within 6/10ths of a second.

The race was progressing well for Porsche. At hour 20, a Porsche 963 led the race; all four Porsches were on the lead lap, with the last of them only 16 seconds behind the leader. Both Penske Porsche 963s led at various times on Sunday morning, but the No. 6 car endured multiple penalties for failing to adhere to the maximum power restriction because of a software issue. (Recall that I described these cars as mind-bendingly complex. And this is der Vorgänger, not Racecar

Engineering. Suffice it to say that the software failure forced the drivers to try manually to regulate the power flow, which a computer was expected to do.)

Then the hours-long duel between Felipe Nasr in the No. 7 Porsche and the Action Express Racing Cadillac V-Series R driven by Thomas Blomqvist reached a critical stage. The Porsche showed its strength on the straights but the Cadillac was quicker in the infield. At hour 21, with Porsche leading, the two were only nine seconds apart, six seconds apart at hour 22, and 2.6 seconds apart at hour 23 – but now with the Cadillac in the lead. Dave and I were enjoying the battle for sure, flagging from the Le Mans Chicane.

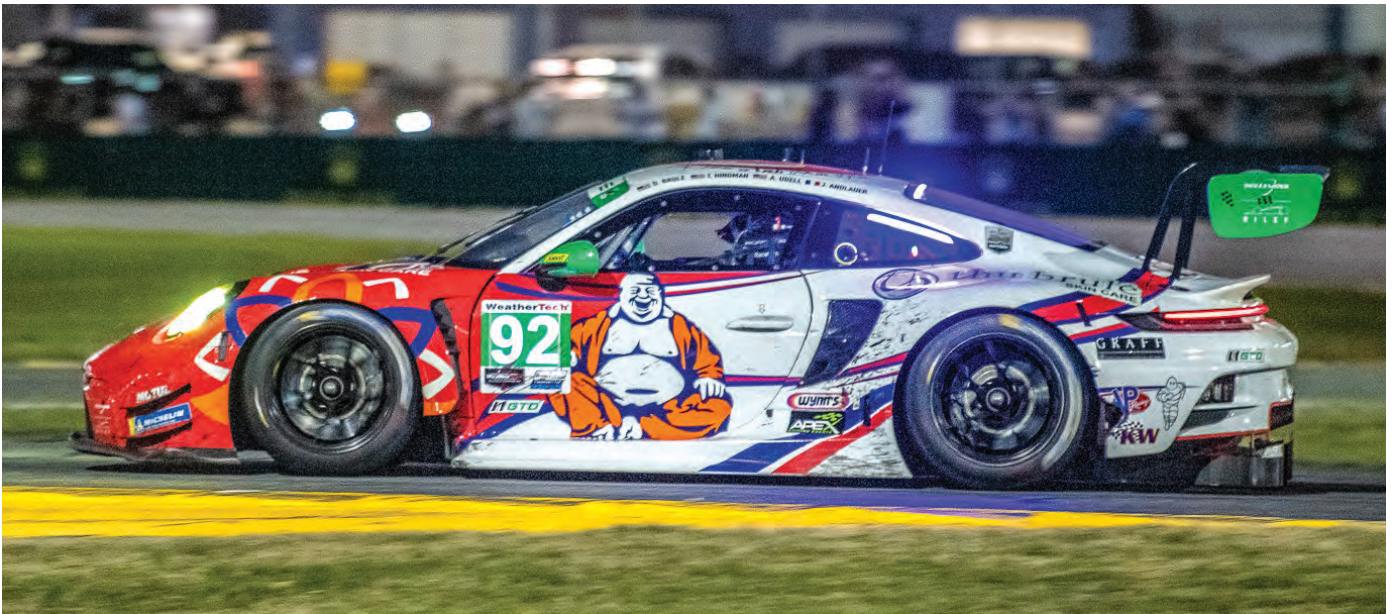
Perhaps in a stroke of luck for the Porsche, just as the duel was seemingly going Cadillac's way, a GTD-class Lexus caught fire at pit out resulting in a full-course caution, and pit stops for the field. The Porsche Team got Nasr out ahead of the Cadillac. The Porsche had achieved better fuel efficiency, and so had more fuel already in the tank and could make a shorter final stop. Pitting in front of the Cadillac was also a slight advantage. The race would restart with 30 minutes remaining. Blomqvist pressured Nasr for the last half-hour, but try as he might, he could not catch the Porsche.

Thus, after 24 hours and 2,813 miles of racing, the No. 7 Porsche Penske 963 crossed the finish line 2.1 seconds ahead of the Cadillac – snapping Roger Penske's 55-year drought at Daytona. (When "The Captain" as a team owner last secured the overall win in a Lola in 1969, his driver line-up was Mark Donohue and Chuck Parsons.) This time the winning Penske team consisted of Nasr, Dane Cameron, Matt Campbell, and Indianapolis 500 winner Josef Newgarden – only the 16th driver in history to win both the Indy 500 and the Rolex 24.

The Porsche 963s came in 1st, 4th, 5th and 6th, each finishing the grueling 24 hours.



Wright Motorsports No. 120 Porsche 911 GT3 R in GTD.



Porsche 911 GT3 R of MDK Motorsports which started 2nd in the GTD Class.

GTD Pro and GTD

The results were not as positive for the 911 GT3 R, but in a strong field of 36 cars, representing 11 different manufacturers, there were some positive takeaways from the endurance weekend.

Porsche started well. In GTD Pro, the AO Racing 911 GT3 R claimed pole position. The AO car wins too in my book for the coolest livery, a car they call “Rexy” – it is green and made to look like a dinosaur. Kudos to AO being fast and looking good doing it. In GTD, the Columbus, Ohio-based MDK Motorsports team, in which Will Bamber plays a role, started second, only one-tenth behind the pole-sitting Lexus.

During the race, however, the Porsches never really threatened. In GTD Pro, Rexy held its own, and even led at hour five, but never had the pace to stay in front of the leaders. Early Sunday morning, Rexy was two laps down, but stayed consistent, finishing one lap down in 2nd place. The dominance of the winning Risi Competition Ferrari GT3 was on display, as it even survived a fire in the pits in the first hours of the race. Attrition defined the day for the Pro class. Five of the 13 cars failed to finish. The third place BMW M4 GT3 finished three laps in arrears.

In GTD, the best the 911 GT3 R could muster was 7th place. The MDK Motorsports car that started 2nd was 18th at the end of the first hour, and things did not get any better. The best-running 911 came from Wright Motorsports, 6th at the half-way point, only 15 seconds behind the leader. At the 18-hour mark, it was running 5th, but one lap in arrears; there were only two cars on the lead lap at that point. The Wright entry finished 7th, 2 laps down. The Winward Racing Mercedes AMG GT3 led at the finish by only 2.7 seconds ahead of the AF Corse Ferrari 296 GT3, the only two cars on the lead lap.

Record attendance (although the Speedway does not release attendance figures), perfect weather for the season, and a Porsche victory made for a great weekend. Brad Pitt was there too, filming a movie. But for some reason he did not visit our flagging station. (This is der Vorgänger, not Vanity Fair). DV



What is a Classic Porsche?

STORY BY ALAN FRENCH
PHOTOS BY STEVE GRUMBACH

Over the winter, our Potomac region was asked to assemble some classic Porsches for the Christmas in Middleburg Parade. We put the call out and many signed up to join the fun. We weren't going to get pedantic about what was (or wasn't) a "classic." To many, every Porsche is a classic, so a wonderful collection of member's cars joined the parade, as reported in the December '23 edition of dV.

Over the years, the word, "classic" has both intrigued and frustrated me. Curiosity is a curse sometimes, and for a math minded soul, attempts to model everything can kill much joy. Studying the classics at Oxford or Cambridge would have just confused the matter. Cars were not mentioned much in ancient Greek and Latin literature, philosophy, or history.

In a world of competing dictionaries, definitions vary. Classic, can be used as an attribute (adjective), and as a name (noun). So, in theory, you can describe something as a classic, classic! (In street parlance, that's a "kullasik".)

According to the various definitions of the word, "classic," we are looking for something that is:

- Judged over a period to be of the highest quality and outstanding of its kind,
- A recognizable work of art and established value,
- Having a simple, traditional style that is always fashionable, or,
- Extremely, or unusually funny, bad, or annoying (I've had a few classics then!)

Insurance companies have their own definition. While classic car insurance is largely determined by age, the insurance companies have different qualifications of age, ranging from 20 years, through to cars built only between 1915 and 1948.



1973 Porsche 911 Carrera RS 2.7 at Hilton Head Concours.



So, how do we decide what is a classic Porsche?

To be clear, I am no expert on the Porsche back-catalog. I have never entered a car into a classic car show, let alone a Porsche. I'm just sharing some observations and floating a few opinions for members to comment on. I'm not trying to post a definitive answer.

Imagine you've been asked to provide a collection of classic Porsches for a show. Imagine also that you have access to the entire back-catalog (I guess that's a dream dream). What do you assemble?

Over these past months, I asked other members for opinions. Responses included, "Who cares?", "All Porsches", and a variety of views on each Porsche model. There was broad agreement however, on the identity of THE classic Porsche (clue: You had me at "3"). A dissenting opinion was delivered on behalf of the 911.

Confused by the conflict of logical and emotional choices, it seemed sensible to put some boundaries around this challenge. I wanted to differentiate between a classic car, and a car with a classic design feature. So having a car with an air-cooled engine is not enough. Yes, a classic car has classic features, but it's the ensemble that is important in this quest. Also, to keep the page count down, classic Porsche race cars were not included. Neither were tractors.

I think a classic car generates slightly more ahh, than ooh. Ahh is a feeling of comfort, affection, and recognition. Perhaps a reminder of a car that mom or dad had when you

were young. I don't think one is tested by the design of a classic car. On the other hand, ooh is something surprising, interesting, and perhaps rare. Too touchy feely for you? Art and design objectives are inherently about generating feelings and emotions toward something. It is the essence of the Porsche experience; looks, sounds, smells, and feelings, all combined to make us feel good, whether driving or admiring.

So, I adapted some of the word definitions in crafting some objective(ish) criterion to help judge what might be in the collection. Here's what I chose:

- Must be a Porsche
- Is over 20 years old
- Quality above its peers of the day
- Has timeless appeal
- Is a recognizable work of art (a deliberate deviation from pure functionality)
- Is valuable in SS's, design contribution, sought after, worth saving

Note that I didn't include rarity. Rarity drives price and the perception of quality but look at the VW Beetle. Made in millions, ubiquitous, but a classic.

Maybe, a contender doesn't have to meet all six criteria, but I've tried (hard) to be consistent.

So, on to our collection, finally!



A 959 and 997 GT3 lead a row of classics on display at the former Taj Ma Garaj private collection in Dayton, Ohio.

The Undeniable Classics

The 356: Surely, nobody would disagree that the 356 is a classic Porsche? The 356 was Porsche's first production automobile, launched in 1948. The 356 coupe was US\$3,750 (equivalent to \$46,800 in 2024). The 356 cabriolet cost US\$4,250 (equivalent to \$53,000 in 2024). The 356 is the original Porsche cool-assic.

The 911: The air-cooled generation of 911s, sold between 1964 and 1998, would most likely generate little debate. But were they of the highest quality? I don't think so... there: I said it out loud. My first 911 was no concours princess, but it was well designed compared to many other cars on the market. Just not of the highest build quality. The cars we see at our concours events are in great shape, cared for, and corrected over the years. Better than new, for sure. Quality improves over time so it's unfair perhaps to judge the older classics against modern made.

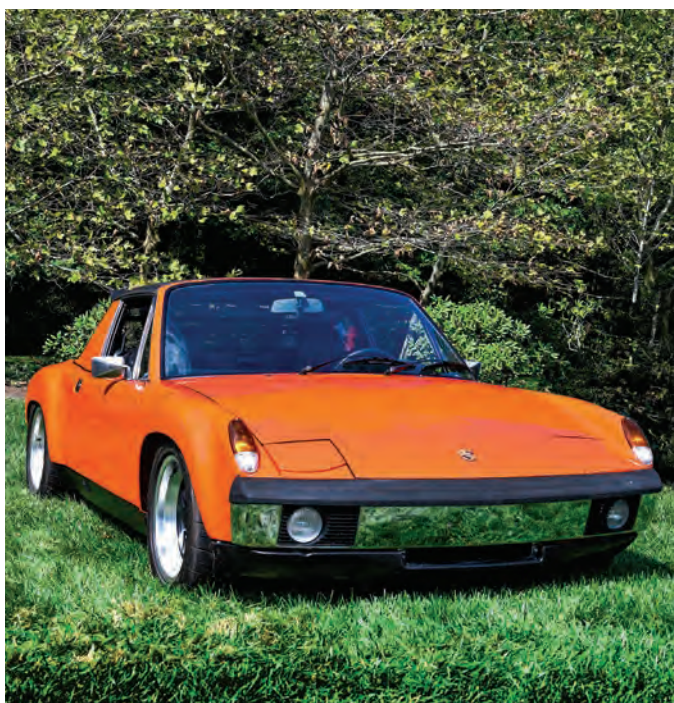
We all talk of the air-cooled cars being cool, and collectible, but it's one giant leap for mankind to say that the air-cooled feature of the motor is responsible for this reputation. Sure, it has character when running, an unmistakable sound, smell and feel under acceleration. I love the flat-six arrangement, but it is not unique to the air-cooled generation. I think the air-cooled generation of 911s owe their classic status to much more than the motor – the iconic body shape, the fact that the engine is in the rear, the two-door, 2+2 layout, the unmistakable headlamp configuration, the instrument dial arrangement, the location of the ignition key, the Fuchs wheels, and more. The air-cooled generation of 911s tick the boxes of all our judgment criteria, recognizable works of art, simple, timeless, and outstanding in their genre, with a very thick Sharpie.

However, there is always one exception that tests us. For me, it's the 912, the entry level 911 with the VW 4-cyl engine. If Wikipedia is correct (lol), the only reason this 911 child was born was because the 356 had ceased production, and the US market loved the 4-cyl 356 motor. My opinion is that while it is a basic 911 in design, it distorted the purity of both the 356 and 911 by trying to bridge the model gap. Would I still own one? maybe, as a part of a collection, but I'm suggesting it's less of a classic than say the G-series, which excites me more, and is a classic, classic.

What say ye of the 914? Originally designed to be a replacement for the 912, and the Volkswagen Type 34 Karmann Ghia coupé (a classic), it ended up being built and sold with two engine variants; the VW 4-cyl and Porsche 6-cyl. The 914-6, ahh... definitely a classic! It's a shame that VW effectively killed the 914-6 because of VW-Porsche financial disagreements. They are the rarer version with just 3,300 or so sales.

While interesting historically, I struggle, but accept, the VW 914s are a Porsche classic. It's a four vs six-cylinder thing. The flat-six is a part of Porsche DNA. The four is a VW motor, BUT it was good enough for the undeniably classic 356, so, get over it French!

A precursor to the mid-engine Boxster generation, the 914-6 turns heads and meets our criteria for a Porsche classic. I particularly love the 914-6 GT with its muscular wheel arches.



1973 914-6.

The Borderline Classics

Contrary to average Joe's belief, the Porsche water-cooled era started in 1976, and not at the end of the air-cooled era. The 924 made its debut as an entry level Porsche to replace the 912 and 914. As was Porsche's practice, with entry-level models, it came with another VW marque engine, this time Audi. The configuration of front-engine, rear wheel drive, was not classic Porsche. For that reason, I would accept it's a classic, but I don't think I'd go so far to suggest it was a Porsche classic.

Then we come to the water-cooled Porsches, such as the 928, 944 and 968. The water-cooled era is probably not on the Porsche purist's classic list. Personally, I think the 944 and the 968 have a timeless style and quality that makes a classic Porsche.

The air-cooled generation of 911s ended in 1998, so we have the subsequent years up to 2004 that is the 20-year cutoff. The 996 now ticks the boxes against our criteria, and might be called a new inductee to the Porsche classic category.

The same is now true of the 986 Boxster. I am thankful that the Boxster did not hit the market with a VW 4-cyl motor. The 986 represented the first production model to adopt a flat-six, mid-engine layout. It helped save Porsche by being the biggest seller for five years. From our 2024 vantage point, I would classify it as a recent entry to the Porsche hall of classics.



Carrera GT.

Classics

So, here's my Classic Porsche lineup. In chronological order:

- 356 A Speedster
- 911: T (My first Porsche), Carrera 2.7 RS (Duck Tail), 930 (Whale Tail), 964, 993
- 914-6
- 944 Turbo
- 959
- 996 GT3
- 986 Spyder
- Carrera GT (ok, perhaps more ooh than ahh!)

You'll notice that my choices of each model tend to be the high-performance versions. Just personal choice based on my feeling that Porsche means performance in my head.

Future Classics

The next 10 years from 2004 to 2014 has some interesting models. The 918 Spyder for example! We may not necessarily think of the 997 as a classic now, but I think it will deserve classic Porsche status, once it passes the 20-year rule. The 987 Cayman will also make classic status.

Almost every car company must make a broad range of vehicles to survive. Porsche is no exception. There is no doubting the contribution the Cayenne and Macan have made to the Porsche coffers and given enthusiasts the opportunity to buy the brand to support more of life's needs. The Panamera and Taycan are capable Porsches, but not yet ready to be classic Porsches in my book. Every model in my classic lineup has a uniqueness about them. Unmistakably Porsche. The four-door designs have needed to be more conventional, I guess. Apart from the build quality, and interior design, they can look like many others in the marketplace. Time may prove me wrong!

We can all be right in a world without clear definitions, right? DV



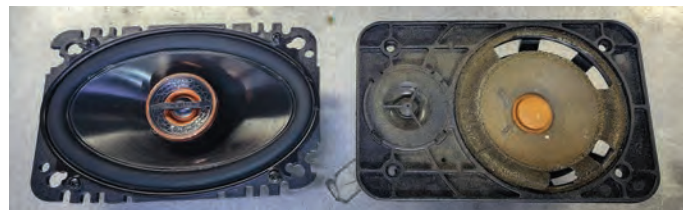
Tarek Shamounki's 1996 993 Twin Turbo. Photo by John Mills.

AIR-COOLED ERA AUDIO SYSTEM UPGRADES

STORY AND PHOTOS BY MARK MILLER

For 75 years now, Porsche has made some of the finest driving vehicles you can buy. Their engineering prowess and passionate owners keep the vast majority of those cars on the road today. But when it comes to air-cooled models, the audio systems leave a lot to be desired. Fortunately, most of them can see significant upgrades while keeping the integrity of the car intact. Let's explore some popular ideas to improve the sound quality and technology in your 911.

Speakers are a logical first step in making your sound system better. At this point, the original audio components are at least 24 years old and, in some cases, over 50 years old; and even past upgrades may not be much younger. And while wine, whiskey, and PCA members get better with age, speakers do not. As you can see in these pictures, your speakers probably look like this, or worse. This oval speaker is a 4"x 6" out of the rear deck of a 964.



You will see also two images of round speakers, with one from a 964 and one from a 993. The surrounds are missing in two of them and all the paper cones were dry-rotted and brittle a long time ago. The good news is that by simply installing nice quality replacements (shown), the sound can be better than it was when the cars were new – because speaker technology has come a long way, just in the last five years.



Old woofer in door.



Installed updated woofer and tweeter in original door locations.

As you can see in these pictures of an installation behind a tan door panel, we installed new woofers and tweeters in this 911 and kept the original grills intact.

In full disclosure, this particular 911 had already had a poor install of aftermarket speakers done a long time ago. So you are seeing the stock tweeter grills and a set of our aftermarket grills for the woofers that allowed the client to avoid a door panel repair from where the previous shop had opened up the hole where the woofer was mounted.

Now that the speakers are improved, it is time to turn your attention to the radio in the dash. We typically recommend one of two models for a 911: the Blaupunkt Bremen, for which we have two installed pictures for you; and the Porsche Classic Radio, for which we also have two installed images. There are many differences between these radios, so let me spell them out for you. The Bremen is a modern interpretation of a classic Blaupunkt radio, so it looks period correct. Where the tape deck would normally be is a trap door that swings up to reveal a USB port and an SD Card memory slot. It also comes with Bluetooth for wireless music streaming and hands-free phone calls. It has a small internal amplifier and outputs to connect to an external amplifier.

The Porsche Classic Radio takes things to a completely different level. It comes with Apple Car Play that is displayed on the color touchscreen, and also comes with Bluetooth for hands-free calling and music streaming – which is especially helpful if you own an Android phone. If you buy the optional navigation software, it then has embedded turn-by-turn navigation that does not rely on your smartphone. You can also add a SiriusXM tuner if you so desire.



Blaupunkt Bremen radio



Porsche Classic radio.

If you buy either of these units, the technology in your dash is now updated. But what if you want to really jam your favorite song when it comes on the radio? Let's keep going.

The final step in your new sound system is the addition of an amplifier. You already know your air-cooled Porsche is louder inside than a 992; and let's be honest, listening to that flat six is intoxicating. But listening to your favorite songs from your youth can also take you back to a simpler time, and amplifiers or an amplifier's DSP are the secret sauce for good sound.

We will start with the amplifier. It does just what its name implies: it amplifies your sound in the same way as a home audio receiver works. In the picture you will see, installed under the passenger seat, a compact model that supplied 75 watts of honest power to each of the door speakers. So when you want to crank up Led Zeppelin (and why wouldn't you?), you'll have the power to do it right. The amplified DSP also has an amplifier to increase volume without distortion, but the DSP stands for "digital sound processor." Have you ever noticed how much better concerts can sound these days than they did 30 years ago? A lot of the improvement is in sound processing. A sound engineer uses a sophisticated microphone array to "measure" the room, and then modifies the music you hear to dramatically improve it. We employ those same technologies of digital delay, crossovers, and parametric equalization in an automobile with those same mics to achieve similar improvement. In short, your 993 can sound better than a 992 with Burmester.

In closing, I cannot stress strongly enough that you should choose wisely who will work on the audio in your Porsche. Because you own a classic 911, you already understand the importance of maintaining the visual integrity that Zuffenhausen intended. I am happy to answer any question you may have to help you to make better-educated decisions; my email address is mark@westminsterspeed.com.

This is part one of a three-part series on audio upgrades, so stay tuned for part two. I look forward to getting to more Potomac events and getting to know the Founders Region folks better. DV



Tinplate Cars

STORY AND PHOTOS BY RICARDO YEPES

Metal toy cars have been made from the moment the automobile was invented in the mid 1800s. Toys were made in the US, as well as Europe and Japan. The US typically made pressed steel toys from a heavier steel gauge. European and Japanese manufacturers used "tinplate" which is typically a thinner gauge of steel covered with tin to protect against corrosion. Basically, the same material used for canned

goods, even today. Earlier toys were typically painted and later lithographed, which allowed for very vibrant colors and markings. This is evident on the pictures of the long hood 911 as well as the 914. These were made in Japan in the late 1950s, until the early 1970s. They became the premier producer of tinplate cars.



Many had very elaborate windup or electric mechanisms, with several functions such as lights and "bump-and-go" steering. The 356s were made in Germany by Distler (Germany). The Germans, as well as the British, the French and many other countries, made very sophisticated toy cars as well. These pics are just a small sample of the many Porsches that were made by manufacturers at the time. The cars were made in a number of sizes and scales and used clever and sophisticated

mechanical mechanisms. Tinplate is different from the diecast or cast-iron models we are familiar with and still common today. The golden age of tinplate toys is considered by many to be from the early 1950s to the early 1970s, when plastic started replacing tin toys due to cost and also some safety concerns. Tinplate toy cars are very collectible and some rare and desirable models can reach mid four-figure prices. DV

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An autocross is a closed-course driving event, and they are held in a large open area - such as a parking lot - where the objective is to safely complete the course in the shortest amount of time. New to Autocrossing? Parade is a great time to give it a try!



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Call for Porsche Automobilia

We're looking to feature Potomac's automobilia. Doubtless you have interesting artifacts, posters, trophies, badges, programs, models, emblems or other Porsche related collector items stashed away, displayed in your office or sitting on a bookshelf that would be of interest to the club. Time to let light shine on those items we'd like show in future editions of DV!

SEND US YOUR AUTOMOBILIA

Please submit your items with your name, a brief description and high-resolution photo(s) by email to: dveditor@pcapotomac.org And watch this space!

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DER VORGÄNGER

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

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

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

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

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

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

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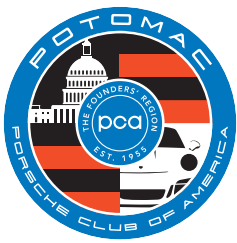


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