

# DER VORGÄNGER

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# DER VORGÄNGER

THE MAGAZINE OF THE  
FOUNDERS' REGION  
POTOMAC, PORSCHE CLUB  
OF AMERICA

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## DER VORGÄNGER

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Glenn Cowan

## Two Test Drives

Three weeks ago I said goodbye to my favorite car. My 40 month old Targa S4 was coming off lease. I really enjoyed driving the car, and I was convinced I should purchase it despite everyone's advice that I should not. Some of those whose counsel I respect, advised that it would never feel like it was my car, having begun life as a "loaner". I figured I could overcome that. Automotive financial seers estimated residual values against wholesale price and calculated the cash I would be owed if I turned the car in and wondered why I would invest that money in a used car? What would happen after the 2-year extended warranty lapsed? I was due for new tires. The technology and electronic interface were dated. Moreover, longtime friends knew I had owned a series of Cabs over the years and had heard my carping that the Targa was never quite as open as I like.

The sales manager, from whom I have acquired several cars, suggested that before I decide to keep "my" car I should at least look at the new one. Why not? It was right there - shined to perfection - waiting. So I took the 992 Cab S for a drive.

I took delivery of my Agate Grey Metallic fully open top brand new car several hours later. From the moment I began that test drive I knew that, right now, this was the perfect Porsche for me. I've been around several score years so it's possible, even though I hope not, that this might even be my last car.

Exactly two weeks later my sales manager friend called and asked if I would be interested in test driving a Taycan. "I know you aren't in the market, but it's worth the drive". We only drove a few miles and didn't get over 75 mph but it was enough to convince me that when my spectacular 992 is ready to be sold,

it will be replaced by an electric Porsche - if they make a convertible.

I can't describe the feel of this electric car. I have driven a Tesla S a few times, but it's not even close to the Taycan. The solidity, fit and finish, seating, handling, braking and electronics are the future. I asked all the same questions as early reviewers - what about the engine note? - where will I get it re-charged? - will the value hold up? - won't this just be an autonomous car? - where's the driving skill? You can kid yourself about the heritage of internal combustion, but, frankly, not that many folks wax nostalgic for a DC3 when trying to get to Chicago.

So where does that leave me? Happy as can be. My wonderfully brand new yet anachronistic 992 will bring me great joy over the next years - even if I know that, if it's not my last Porsche, my next one will be electric. DV

## Driving into a New Decade

Welcome to the first issue of the Der Vorgänger magazine, designed for the new decade. Over the last two months, we have migrated to a new graphic design software and have freshened-up the look of some of our recurring columns. We anticipate some additional changes as our volunteers get more familiar with the capabilities of Adobe InDesign. We hope you will continue to enjoy this informative and colorful piece of PCA Potomac which arrives in your mailbox each month.

We are also pleased to ship this first issue of 2020 which features our new PCA Potomac logo, designed by John Mills, as a culmination of our year-long logo design competition.

As the winner, John received a \$200 cash prize and a \$250 event credit to be used in our MotorsportReg registration system. We are working with PCA National to

add various logo-branded products to the PCA webstore, which will include jackets, bags, shirts and other products. The Executive Committee made a decision in January to pass these products along at cost so that our members may receive a great value, while proudly displaying the PCA Potomac logo throughout our region.

Your leadership chairs worked through December and January to ensure a full listing of driving (and eating!) events for you, the members, in 2020. For the most up-to-date listing of events, please refer to our website, [pcapotomac.org](http://pcapotomac.org), for our complete calendar. Ron Flax, our webmaster, has color-coded each event into each program category: Concours, Social, Autocross, Drive and Dine, Drivers' Education and Rally. You may subscribe to these individual program listings or download them directly into


your calendar from our website. Hurray for technology!

As this issue is being printed, we will have already announced that we had a PCA National Raffle Winner in the PCA Potomac region. This first grand prize winner had the choice of a 2020 Cayman GT4 PLUS a \$25,000 cash prize or to opt for a \$85,000 cash payout. For a \$50.00 raffle ticket, that is quite a return on investment! Look for an article in the next issue of the DV covering the surprise announcement, which Vu Nguyen, PCA National's Executive Director, and I made to this lucky winner. What a thrill!

As always, please feel free to reach out to me directly to share your thoughts about PCA Potomac. I am excited to have started my 2nd year as President and I look forward to continuing to serve you throughout 2020. DV



Mia Walsh




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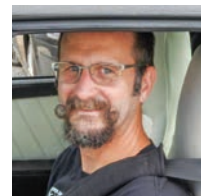
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# 2020 CALENDAR OF EVENTS

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.

## CARS & Coffee

### 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

### WINCHESTER, VA

**3RD SATURDAY, 8 – 11AM**

Truban Motor Company  
60 W. Jubal Early Drive, Winchester, VA  
All car types invited. Rain or shine.

### BETHESDA, MD

**SATURDAYS, 8 – 10AM**

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

## FEBRUARY

**1**

Potomac's Virginia Brunch  
City Grill

**8**

Sponsor & Volunteer Dinner  
Maggiano's

**15**

Potomac's Maryland Brunch  
Irish Inn

## MARCH

**7**

Potomac's Virginia Brunch  
City Grill

**8**

High Performance Driving Clinic  
Summit Point

**14**

Open Board Meeting & New Member Brunch

**22**

Potomac's Maryland Brunch  
Irish Inn

Autocross #1

Free Tech Session for Potomac Members

**28**

High Performance Drivers' Ed  
Summit Point

Drive & Dine

Early Mountain

## POTOMAC MONTHLY BRUNCHES

### Virginia

**First Saturday of each month, 11am**

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

### Maryland

**Third Saturday each month, 11am – 1pm**

Irish Inn, 6119 Tulane Avenue, Glen Echo, MD

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.

## 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**

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# Potomac Program Highlights

## 2020 Rock The Summit Club Race

PAT KAUNITZ AND DONNA AMICO – CLUB RACE CHAIRS



The 2020 PCA Potomac Rock the Summit Club Race will be held on September 19th, 20th, 21st at Summit Point Motorsports Park. Once a year our region has the honor of hosting a PCA Club Race. Racers from all of over North America gather to compete. Once again this year, we are hosting the 944 Cup National Championship.

An event like this is the result of hard work by a dozen committee members and a hundred+ volunteers as well as the generous contributions of over 40 sponsors.

The PCA Club Racing program is an organized race series presented to those PCA members who want to take their high-performance driving skills and their cars to the next level. After much preparation both to their car and in honing their track driving skills, prospective racers must apply well in advance to the National Committee for a Club Racing license to participate. The program was created by Potomac's Alan Friedman 27 years ago and is guided by three main principles: the racing should be safe, friendly and consistent across the regions. Since its inception, PCA's program has grown to become the largest single marque racing series in the world.

The 2020 Club Race is bound to be an exciting event. In addition to many classes of modern Porsche racecars, the Vintage group returns. We are also honored to have been chosen by the 944 Cup series as the host for the National Championship Race. Races are Sprint length (30 minutes) and Enduros (90 minutes).

Club Race weekend is a great opportunity for the general membership to come out either to volunteer or as a guest to view the races and take part in some of the more social aspects such as the Friday Track Walk and the social hours and dinner each evening. Volunteering at Club Race is THE single best way to get close to all of the action, learn more about the sport of automobile racing and to walk away with some awesome swag too!

We will also partner again with the Erin Levitas Foundation to raise some funds for their worthy cause. The Erin Levitas Foundation envisions a future with education for youth and young adults to prevent sexual assault and help victims heal. In 2019 over \$29K was raised for the foundation.

Join our Facebook group PCA Potomac Club Race to stay informed. Any questions, comments or offers to help can be emailed to [clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org). See you at the races! DV

## Autocross: What It Is and Why You Should Try It

And Some New Changes for the 2020 Season!

STEVE BOBBITT – AUTOCROSS COCHAIR

When Ferry Porsche set out to build the ultimate sports car, it is doubtful that he intended it to be solely used during bumper-to-bumper commuting, although Porsches are quite adept at this. Let's be honest, these cars were made to be driven. Hard. But how does one safely do this in today's era of heavy traffic, speed cameras, and no autobahns?

Autocross is the safest and most affordable way to learn the limits of your car, and it's loads of fun! Autocross (also known as "Solo Racing") is a timed motorsports competition where drivers compete one at a time for the fastest time. Each event has a unique course set up on a large paved surface defined by orange cones. Runs take around a minute to complete, and can have as many as 30 turns! The first time you go out, your primary goal will be to get through the course correctly at whatever speed you find comfortable, while veterans are fighting for hundredths of a second with mere inches of precision in their driving lines.

For those of you who have never driven an autocross, it may seem a little intimidating; yet getting started is actually quite easy. You can learn the ropes by attending our autocross school or simply register for a normal season event. We have experienced driving coaches available and there are always friendly people around, so don't be shy to ask for help if you're unsure of what to do.

Autocross is straightforward to learn, especially with the help of our experienced driving coaches, and can take a lifetime to master, which is why many of our members participate year after year. Here at PCA Potomac, our events go beyond just the racing. We are a welcoming social group that has just as much fun off the course as on. We look forward to chatting with you during and after the event to get to know you better.

Be prepared to be at an autocross event for most of the day and to arrive early, especially if it's your first time. Be sure to check specific arrival times for whatever event you sign up for on [motorsportreg.com](http://motorsportreg.com). You will spend the day alternating between driving, working the course, and resting.



New for the 2020 season, driving order will be a little different than previous years. Drivers in the active heat will be split into two groups. After all Heat 1 cars are in grid and Heat 2 drivers are at their work stations, Group 1 will complete their runs while Group 2 rests. Then Group 2 will complete their runs while Group 1 rests. The same format will occur for Heat 2 after lunch.

We tried this format at our last 2019 season event with positive results. It allows drivers to stay focused between runs and improves tire temperature consistency.

Rest time is a new concept for our region, and it is a perfect time to hydrate and have a snack, socialize with your fellow autocrossers, and watch how others are driving the course from the viewing area. Don't go too far, though, because your group session is just around the corner when you are resting!



What should you bring to an autocross? We provide water, other beverages, and snacks throughout the day, as well as continental breakfast and lunch. We also have helmets (on loan from OG Racing) for you to borrow if you want to try autocross before committing to purchasing your own. We do highly recommend that you bring sunscreen, a rain jacket, sunglasses, and a plastic tub for your belongings in case it rains.

When you arrive for an event: park your car in any open space, proceed to the registration tent with your driver's license to sign in, empty all items from your car, complete the on-site tech, and then join the rest of the folks around the breakfast table for some coffee, food, and conversation.

If you are unsure whether autocross is right for you, then come to your first event as a spectator to get a better sense of how the events run, and we can even get you some rides with our coaches. Have any questions? Please email us at [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org). We look forward to meeting you! DV





# 2020 Concours Group

The Potomac Porsche Club Concours group holds numerous events throughout the year with the purpose of introducing its members to what a Concours entails. A Concours is essentially a car show. We have events that range from display only to fun shows with prizes to fully judged events with trophies. We also do our best to choose locations that span the geographic region of the Potomac Club, from Vienna, VA to Shepherdstown and Summit Point, WV to Winchester, VA, allowing for our members in different cities and towns to find an event close to them.

We encourage all PCA members to attend a Concours event as it is a great way to learn about the vast model selection of Porsche since its founding while meeting other members.

For those who have a serious appetite for competition and Concours, we encourage them to attend our Deutsche Marque Concours in May, the PCA Porsche Parade in the summer or any of the major National or Regional Concours d'Elegance. **DV**

## CONCOURS DATES

### SUNDAY, MAY 3, 2020

37th Annual Deutsche Marque Concours d'Elegance  
Vienna, VA

### SATURDAY, AUGUST 1, 2020

PorscheFest and PCA Experience  
Summit Point, WV

Plus, the Club Picnic and other events that may show up on the calendar.

Watch this magazine and the PCA Potomac website for more details as the event dates approach.

### SATURDAY, SEPTEMBER 5, 2020

The Gathering of the Faithful  
The Bavarian Inn  
Shepherdstown, WV

### SATURDAY, SEPTEMBER 26, 2020

The European Festival  
Winchester, VA

# 2020 Rally Season

CRAIG AND LINDA DAVIDSON

What are you doing next Saturday? Chores? Mowing the lawn? Grocery shopping?

*Consider this alternative:*

You and a navigator drive your Porsche to a convenient rendezvous point 20 miles or so from your home where you meet up with 30 other teams and spend the next five hours driving 100 or so miles of wonderful roads through scenic countryside while challenging your navigation skills and powers of observation. Then you repair to a nice restaurant and enjoy a good lunch with your fellow PCAers and perhaps win a trophy! Do this once and you will be a Rally enthusiast.

The drive is fun, but the navigation is challenging, and you need a good navigator to stay on course. Further, you have to watch carefully because it's not just keeping to a route, but it is identifying landmarks or counting barns or gleaning a local fact or

learning the favorite drink at a waypoint fruit stand.

The events are challenging, fun and interesting. Typical conversation between driver and navigator is something like:

“Was that barn for dairy farming?”  
“Haven't we been past this spot before?”  
“Have we reached milepost 22 already?”  
“I think we are lost – no – you are lost!”

As your Rally masters, we try to make these events part scavenger hunt, part road course, blending in historic sites and little-known fact finding. All of it is designed to encourage a course-ending meal replete with fun conversation regaling the other teams with your stories of sharp eyes and made-up-for mistakes!

Try it once and we are pretty certain you will want to do it again. **DV**



# Drivers Education Program Preview for 2020

Sponsored by OG Racing

BOB MULLIGAN AND SUSAN KIMMITT - DRIVERS' EDUCATION CHAIRS

It is always bittersweet to end a good thing and make plans for what comes next. Considering our Drivers Education (DE) program, we get to reflect on the good memories and accomplishments from the season ending, consider what we want to do in the next year, and perhaps make plans on how to accomplish these. In 2019, our DE program held 8 HPDE events, 2 HPDC days, 1 instructor refresher and 1 national instructor day, and 1 volunteer day- altogether 27 track days. This included events at all 3 Summit Point tracks, 3 away events including Pitt Race, Watkins Glen and VIR. Enrollment records showed over 1600 attendee registrations! Wow!

Our plans for 2020 will include a calendar of track junkie days similar to 2019, however a few events have moved around a little due to some factors out of our control. We have hopes to improve the calendar for 2021. Most of the schedule will be in similar weekends slots to 2019. This year's changes started with Watkins Glen needing to be rescheduled away from mid-June due to Watkins Glen pulling this weekend from us and offering us only one other option in mid-May. This has caused us to reconfigure our schedule to allow us to keep a weekend at this world class track.

Thanks to Jay Smith, who as our Track Coordinator, is working hard to make the schedule work. Unfortunately, we were unable to work out a date that would fit this year for a DE at Pitt Race. We anticipate that Potomac will be back at Pitt Race in 2021 for sure.

Please keep an eye on the Blast releases in February and on the Potomac Web Site in case there are any changes to the schedule noted below. We will announce registration opening on Motorsportreg.com which is the site for all DE event registrations. Registration will open in early February 2020. (Shooting for Feb 3) Like last year, we plan to open registration for everything for the season at the beginning of the year. Please remember the last day for cancellation for each event is the same the day as billing for each event (4 weeks before the event.)

Please consider Potomac when planning your driving adventures for 2020. **DV**



## TENTATIVE DE SCHEDULE FOR 2020

Please remember this is PROVISIONAL

**MARCH 7**  
**INSTRUCTOR REFRESHER DAY**  
Summit Point - Jefferson Circuit

**MARCH 8**  
**HPDC (CLINIC)**  
Summit Point - Jefferson Circuit

**MARCH 27**  
**NATIONAL INSTRUCTOR DAY**  
Summit Point- Main Circuit

**MARCH 28 & 29**  
**FIRST DE (HPDE)**  
Summit Point- Main Circuit

**MAY 15 – 17**  
**HPDE**  
Watkins Glen

**JUNE 6 & 7**  
**HPDE**  
Summit Point - Shenandoah Circuit

**JULY 10 – 12**  
**HPDE**  
Summit Point – Main

**JULY 31 – AUGUST 2**  
**HPDE**  
Summit Point – Main; Porsche Fest

**AUGUST 15**  
**HPDC (CLINIC)**  
Summit Point – Jefferson Circuit

**AUGUST 28 – 30**  
**HPDE**  
VIR

**OCTOBER 24 & 25**  
**HPDE**  
Summit Point - Main





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## SATURDAY MARCH 21 + SUNDAY MARCH 22

The SCCA Washington DC Region offers a two day training course free-of-charge to all PCA members who wish to work a corner flag station at the 29th Annual PCA Club Race, being held on September 18-20, 2020



You can't get any closer to the action... without being in a car.

## To DMV...and Beyond! with Drive and Dine

GLENN HAVINOVSKI AND ALAN FRENCH

On the heels of another successful Drive and Dine season in 2019 (over 500 attendees for our events throughout the season), we are proposing an even bigger 2020 with over 36 events, including PCA National's Fall Treffen event in September at the Greenbrier Resort in West Virginia.

### 1ST AND 3RD SATURDAY BRUNCHES

Every month, we meet on the first Saturday for brunch at City Grille in Manassas, VA, and the third Saturday for brunch at the Irish Inn in Glen Echo, MD. We meet in the parking lot at 11am to provide a chance for both veteran and new members to socialize, show off their cars and for newcomers to learn about Club events from the old-timers.

There's no need to register for the brunches. Just turn up and have fun. We do it rain, shine, or sometimes even snow (the latter a great time to show off your Cayenne, Macan, Panamera 4 or Carrera 4). Occasionally, we will be adding an interesting destination drive for those wanting to exercise their horses from Stuttgart after brunch.

### DAY DRIVES

Our day drives occur on a Saturday or Sunday and will follow the scenic back roads of Virginia and Maryland, driving at a comfortable and safe pace, often to a venue such as a fine restaurant, winery, or other place of interest.

Our first event is a Drive, Dine & Wine to the Early Mountain Winery on Saturday March 28. We will once again have two Spring Drives and two Fall Foliage Drives in both Virginia and Maryland, with our fall drives ending at an authentic Bavarian eatery.

For the first time, we will be driving on June 20 to the Mason-Dixon Dragway in Maryland where we will learn and practice the basics of drag racing (and carefully channel our inner Don "the Snake" Prudhommes and Shirley "Cha-Cha" Muldowneys) before heading for a fine meal nearby.

We are also resurrecting our July 4 drive to Harper's Ferry, a favorite from years past. We also have drives to Concours events and Festivals, as well as our annual drive to Summit Point to join in the PorscheFest



festivities in August. Our last event of the year is our Morais winery drive in mid-November, which typically gets over 100 attendees.

### OVERNIGHT TOURS

We have four overnight tours planned for 2020. Typically, we leave on a Friday and enjoy epic drives, stay one or two nights at our destination, eating at fine restaurants along the way. The first tour will be the Hershey Tour from April 18 through 20 with our scenic, covered-bridge-filled drive to Hershey for the Annual Porsche-Only Swap Meet. Once again we will stay at the dramatic Hotel Hershey for two nights of accommodations, including two great restaurants for dinner, chocolate tasting if you so desire, a visit to the Antique Auto Museum of America, and a stop at the excellent Tröegs Brewery.

On June 12, we will host our third Lighthouse Drive to the scenic Southern Maryland peninsula, home of historic lighthouses and Patuxent Naval Air Museum. We will stay in Solomons and enjoy the local atmosphere and great food in the evenings.

July 17-19 will see us return to the scenic Virginia Highlands, including a stay at the Inn at Grist Mill Square in Warm Springs. The driving will include navigating Virginia's own "Back-of-the-Dragon". On August 14-16, we will return to the Charlottesville-Piedmont region of central Virginia to visit the homes of several of our Founding Fathers and enjoy fine scenery and roads as well as food and drink, staying at the historic Boars' Head Inn.

In addition, for you shark owners out there, D&D Committee supports the 928 Registry's annual "928 Frenzy!" event in late September which takes place near Dulles and includes a concours, dinner and scenic drive. DV

*NOTE: Don't delay in registering for events, and please consider volunteering to serve as a lead car or sweeper (last car but certainly not least) for the individual run groups for each event. Keep in mind PCA is the largest single-marque car club in the world, Potomac has the largest membership of any PCA region (or is near the top), and thus many of our events are sold out within days. The capacity of our destinations (hotels, restaurants, wineries, etc) and/or the number of drive volunteers available impact how many we can bring to our events.*



# A NEW POTOMAC LOGO

BY GEORGE WHITMORE

The logo used by Porsche Club of America (PCA), Potomac Region, is in its fourth iteration. Initially Potomac Region adopted the PCA logo, Fig 1. This logo consists of an American eagle to signify this was an American club, 13 stars for the original colonies, colors of red white and blue for our flag, and a black horse headlong an expression of forward putting power and an origin of the city Stuttgart.

The badge or logo was selected by the executive committee in November 1955. The badge didn't arrive until July 1956, but lapel pins and a black and white version of the logo used for name tags and region stationary were available in February 1956 using a modified version of the logo, (fig 2, 3).

Name tags were used at monthly meetings and collected after each to be available to be used again at the next meeting. Early meetings were held mostly at Arnold's restaurant (1724 Pennsylvania Ave) through December 1967 until they were moved to Tom Ross's Charcoal Hearth but meetings were also held at the Air and Space museum, District Public Library, and Roma restaurant among others.

This system worked well until July 1967 when auto crosser hot shoe Pete Reynolds suggested we needed to have region patches or an emblem. Then President Ed Ver Hoef said that members should send their suggestion to the Executive Committee who would serve as judges. By the end of the year, three designs had been submitted. There was a pause in this process during the winter until President Joe Berger reiterated that Potomac Region should have their own logo and appointed a team consisting of Regina Doll (Johnson), Bev Schroeder and Patricia Kenny to work on the logo.



Left: Originally the Potomac Region adopted the PCA logo. (fig 1.)



Right: Modified version of the logo (fig 2, 3)



Right: Nametags available in 1956 with modified logo



Above: 1968 Logo designed through a logo contest.

Pat Kenny, a graphic designer at the National Institutes of Health, announced in February 1968 Der Vorganger that the process had been revitalized and that she was heading a committee to make a choice of a badge-patch-crest type identification mark for Potomac region use. A few designs were submitted but the design selected reflected a symbol of the Washington capital.

The August 1968 Der Vorganger presented the new logo which included the widely recognized established date of the region, not the incorporated date of PCA. Name tags, region stationary and patches all contained our logo.

In 1986 President Paul Weston agreed that our logo needed a new look. Paul's wife Valerie came up with the new design which first appeared in June 1986 and was used on polo shirts, stationary, patches and name tags. Because the name tag was larger than the previous one, people started putting their cars or other information on them.

In 1999 Der Vorganger announced that a new logo was needed and the membership was invited to submit suggestions which were to be approved by a membership vote at the December 2000 meeting. Three new logos were submitted to compete with two previous logos, 1968 and 1986 logos being the other two. Pattie Masconnie's logo won by four votes over the 1968 design.

In 2019 the Potomac Executive committee solicited suggestions for a modern logo which worked better with newer design applications and, among other modifications, would be round rather than rectangular. The committee narrowed the field of entrants to three and the membership in conjunction with the executive committee made the final selection for a logo to represent the Porsche Club of America, Potomac – see President's Column for details! DV



Above: The newly designed logo in 2000.



Above: The newly designed logo in 2019.



# SAVING THE BIGGEST AND BEST FOR LAST THE MORAIS DRIVE 2019

STORY AND PHOTOS BY GLENN HAVINOVSKI

The annual drive to Morais Vineyards and Winery and subsequent Fall Festival event is the traditional capper to Potomac's Drive and Dine season. This past year's was not only the best-attended event of the season, but the winery outdid themselves with outstanding food, wine and music, even on a cold November 17.

A drama-free drive involving some 55 Porsches may be an oxymoron, but even the county police cruiser that inserted itself into the first run group somewhere outside Middleburg soon got bored and headed off to fry bigger fish. Kudos to everyone who kept the scenic drive fun and safe!

We began our drive at the new second location of Intersport Performance in Ashburn, VA, where Omar Hilmi and crew were kind enough to let us park and stage our massive group at his facility. We were provided with morning donuts and coffee in his new showroom, and the D&D Chair raised a Porsche flag on the pole outside the new building. After an hour in which attendees arrived and gathered

for Glenn's safety talk (assisted by Club Race veterans Michael and Pat Kaunitz who graciously stepped in as a lead car for one of the run groups), the four groups began a 55 mile drive from deepest Ashburn to the hill country around Aldie, Middleburg and the Plains before heading past Warrenton and making the sweeping loop ramp onto US 17 south and towards Bealeton, arriving around 11:30.

Altogether, more than 70 Porsches were on display and over 120 Potomac members enjoyed wine tastings and excellent food served by Red Hook Lobster and Paella Deliciosa, plus classic rock from the American Fireball Band. Several dozen people embarked on tours of the winery and vineyard while others visited Morais' collection of classic cars (including the odd Porsche) in an adjoining barn.

One of the most fun aspects of the event is seeing a combination of traditional Drive and Dine attendees and others who are more frequently involved in track events (Morais has been a sponsor of several events at Summit Point), and as might be expected the crowd was lively and gregarious. There were even several dogs who made the trip!

With this, our 2019 season drew to a close and we look forward to seeing everyone in 2020! DV





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# I THINK I'M KEEPING THIS ONE!



STORY AND PHOTOS BY TOM COYLE

My friends and family have kidded me over the years any time the topic of cars comes up, and I hear myself asserting, once again, that my current P-car is THE one and that I have “no plans” to buy another one. Now on my tenth Porsche, my credibility in this particular area appears to be rather modest.

Circa 2008 I decided to take the plunge and start learning more about the marque. I called several specialized used Porsche retailers around the country and gradually learned “just enough to be dangerous”. I found a 1987 3.2 Carrera Targa, original owner with only 26,300 miles with all the records, that had been recently traded in at Rockville Porsche by a long time Porsche driver who was getting on in years and as she could no longer operate a stick shift, traded for a green Boxster with Tiptronic.

I was able to glean from my conversation with the salesman that they were planning to “wholesale the car the next day for \$20,000”. Knowing that this was an unusually good deal, I agreed to the purchase if it passed a PPI. The car arrived at Porsche of Arlington and passed inspection. Considering the car had sat outside for its entire life in DC, the Moos Green Metallic paint was in great condition, as was the Mahogany interior. The Tech demonstrated how the targa top worked a few minutes after he told me that “he would buy it if I didn’t”, which led me to conclude that this would be my first Porsche.

About a half mile down Virginia Route 1 headed south in my brand-new (to me) car, I heard an odd “swish/swish” sound that I at first attributed to static from the old radio. Nope. I looked up just in time to see my targa top fly off the car (remember the scene from “Goldfinger” when Bond hit the seat ejector button?) and onto the highway. I turned around as quickly as I could to retrieve the top, and of course it was nowhere to be found – really?! I retraced my short steps to the dealership, and politely (sort of) inquired about who had last worked on the car while it was getting serviced.

I ultimately found a replacement top that fit as well as the original one. I did inquire at the dealer parts department about the cost of a new top at one point and was informed that “Stuttgart had one [new] left in stock and it would be \$19,500”. I laughed both to relieve my high blood pressure and because the quoted price was only \$500 less than the price I had just paid for the entire car!

I spent about 18 months sorting out the car and replacing things like the radio, speakers, Steve Wong speed chip, shocks, tires, adding a lot of TLC as well. A complete blast to drive, I nevertheless felt I needed something faster and sold it sight-unseen to a collector in Dallas. We had one conversation about the car and then he turned me over to his Assistant for the remainder of the transaction. For a sale price of \$32,500, I was happy to speak with whoever he wanted.

Some months later I bought a 1997 Carrera 993 with dark blue paint and a beautiful lighter blue leather interior and a 6 speed. Fast forward some 14 months and I became tired of so much shifting and (to me), anemic performance. Responding to my ad, a potential buyer from the Republic of Korea and one of his friends drove 12 hours from Indiana to our home in Alexandria to examine the car. Not only was his command of English rather limited (despite being a PhD Physicist), it also turned out he could not drive a manual transmission.

Not to worry – I told him I’d take him on a spirited ride down to Mt. Vernon Mansion and back. Apparently, it was just what he wanted and he was soon the proud owner of a pristine 993 6 speed which he could not drive. His friend later indicated that he planned to ship the car back to Seoul after his teaching gig was concluded in West Lafayette. After some similar TLC, etc. I was able to make a \$4000 profit on the car.

Let’s jump ahead 2-3 Porsches to the story of my first brand new Porsche, an ‘ordered from the Factory’, Dark Blue Metallic over Luxor Beige 2015 Macan S. While I marveled at the fabulous technology in the car, its uninspiring 340hp

engine and perceived ‘lack of soul’ caused me to trade it one year later for a very low mileage Guards Red 2004 Carrera Turbo Cab with the X-50 package and added horsepower (ECU upgrade) for a total of 505HP. Nine weeks later I sold it at a 6K profit, realizing that with a car that fast I was tempting fate unnecessarily.

Other Porsche cars I had and enjoyed included a 1985 Carrera, a 1987 white 924 with 33,000 miles and a 2sp auto transmission. And then there was the 2008 Carrera S, Cobalt Blue with Luxor Beige interior and a 2011 Black C4S Targa. This was a fun car with an all-glass top that was (kinda) like sitting in the cockpit of an F-16. And it was one of only 62 imported to the USA that model year, according to Porsche. But it was black with a black leather interior and I belatedly realized that I am more of a ‘bright color’ sort of person. In a vain attempt to make her a “keeper”, I had installed a Sharkwerks X-pipe on the back to give it a nicer sound and yes – what a great addition!

My next discovery, only a few months before we moved back to Northern Virginia after four years in Carmel, Indiana, was a two-owner, 34,000 mile, beautiful 1995 Carrera Cab, Guards Red and a Tan leather interior. The car had all records since new, needed nothing, and had never left the state of Indiana. As I dug down into the car I found evidence indicating that the local Porsche dealer (the only one in Indianapolis) had taken the car in trade 3 months earlier and had put over \$6000 worth of repairs into it. My long friendship with the Service Manager resulted in his providing me with the detailed records, which was of great assistance.

As I learned early on, it is absolutely essential to learn all about each model, study the sales history, read the Forums and the ‘sold’ pages for the model(s) you may seek. I have discovered over the years that many ‘professional’ sales associates have not really done their homework and so an educated buyer gains a significant advantage. Doing careful due diligence, reading magazines like DV, one gradually becomes an informed buyer. As a result, I have made money on seven out of the ten Porsche cars/SUV’s I have owned over twelve years.

The final chapter (I swear!) began when I sold the 1995 Cabriolet in March, 2019. By then I owned a 2003 Jeep TJ (one owner, 38,000 miles, NO rust and Flame Red of course) and thus was able to take my time finding a worthy replacement for the Cab, as I had a daily driver already in the driveway.

After a thoroughly enjoyable three months or so exploring all the nooks and crannies of the P-car market I stumbled

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The right rear of my favorite Porsche (no, really), a 2012.5 Guards Red/black leather int, 991.1S parked in the garage. I am the second owner and it had 22,400 miles on it when I bought it. All she needs is new tires! Docile at low RPMs, but once you put your foot into it - look out.



upon a 2012.5 (991.1S). Some background: some years ago, Excellence Magazine, a terrific read every month, mentioned that (for most buyers), one should try to find the newest Porsche they could afford. For the most part I have hewed to this advice, and after a series of great but “not quite what I was looking for”, I realized three things: one, I was only interested in a red, blue, or maybe even yellow or mocha; needed to be a coupe; and it should have a sunroof in glass, sport exhaust and PDK. Of course it had to have a documented service history with all the books and tools. No books and tools equate to a previous owner who didn't think much of his Porsche, at least in my mind.

Like most things in life, compromise is key to all things in the world of used automobiles. Perhaps I could live without a glass moon roof and sport exhaust in return for the right color (as long as it's RED), one owner and all service records (Carfax records will do absent dealer records). I was not too concerned about low mileage as I was about its previous owner(s) being meticulous about the required service intervals. To me, what makes all this so interesting is that the retailers many times undervalue some aspects of the car that, to me, make it special.

In this case, the 991.1 I was electronically drooling over had some special options as a Launch vehicle, including electric

folding mirrors, light design package, 14-way power seats, and power steering plus. A total of 13 options but no glass and no sport exhaust. I was okay with that.

---

THIS 991.1 HAS INCREDIBLE POWER,  
A FABULOUS SOUND,  
AND IS NOTABLY BETTER  
IN THE HANDLING DEPARTMENT  
THAN MY 2 PREVIOUS 997 MODELS.  
AND QUIETER  
AND BETTER LOOKING.  
I THINK I'M KEEPING THIS ONE!

---

I contacted the store and during the discussions, determined that the original Pirelli tires were still on the car, which showed 22,400 miles. I asked the salesman to find the DOT week/yr. of manufacture on the tires and sure enough, they were made in late 2011. That discovery earned me \$1000 off the listed price, which I found to be very fair. As I felt I had examined the car sufficiently from afar, I decided that an 11-hour drive to Dublin, OH was unnecessary. Of course, I did some research on the dealer and found no issues.

I bought the car and when it arrived it exceeded my expectations. As if in confirmation

of my decision, when I later took it in for a state inspection, we noticed that the wheel lock nut was missing. I had the local Porsche dealer remove the lock nuts and replaced them with regular nuts. I sent the bill to the dealer in Ohio and they promptly sent me a check. Good folks, especially as most Bills of Sale include the term “All sales are final”.

This 991.1 has incredible power, a fabulous sound, and is notably better in the handling department than my 2 previous 997 models. And quieter and better looking. I think I'm keeping this one! **DV**



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# I Have Seen the Light!

STORY AND PHOTOS BY KEVIN N. NAUGHTEN

## LOSS OF LIGHT

One sunny January afternoon, I was turning the 911SC into our neighborhood and whoosh – I lost my left front H4 head light. As I turned, I saw the H4 fly out of the 911's front end and hit the road.



According to Charlie Murphy, it turns out that this is not uncommon on the old air cooled 911S. In the excitement of the normally mundane right hand turn I heard the crash and looked into my driver's side flag mirror and saw my beloved well-cared for H4 light assembly and glass lens in pieces. So I did the needful and parked the 911, turned on the hazards, and walked back to pick up the H4 remains!

Prior to this my H4 lights were in nice condition as sometime in our 911s 35 year journey the original sugar scoop lights were replaced with the higher quality Bosch H4s.

Per Pelican Parts - *Pelican Technical Article: Installing H4 Headlamps*, one of the easiest and best upgrades you can do to your Porsche is the installation of better headlights. The stock USA spec lights that came with the cars are less than adequate for nighttime driving. Installation of European spec H4 lights will give you the ability to drive your car with confidence at night. Installing H4 lights in your Porsche is an easy procedure which can be accomplished in a short amount of time with just a couple of screwdrivers.



## THE REPAIR

So what to do. Luckily I remembered watching an online December PCA Spotlight about Porsche light replacement options - PCA Spotlight: Aftermarket Porsche 911 headlights: Flat 6 Illumination, Audette Collection, and 9Eleven. So PCA President Vu gets the credit. If it was not for the PCA December Spotlight I would have been cobbling H4 replacement glass lens from eBay and polishing my H4s. I already had few broken reflector brackets and had swapped out replacement bulbs over the years so the old H4's deserved some love.

One of the featured vendors on PCA's Spotlight was John Audette. John is the respected 356, 911, and Porsche 911 Light Guy. His website Audette Collection - [www.audettecollection.com](http://www.audettecollection.com) is chock full of Porsche light information. John, a West Coast Central Oregon PCA member as well as PCA Concours restoration expert specializes in H1's, H4's, factory longhood headlights and turn signals (SWB & LWB) and LEDs. His finest restoration is his 1967 911 SWB Coupe, a factory correct sports purpose rally build which won First in Class at the 2009 Carmel Concours on the Avenue show.

After I contacted John, he quickly responded about his recommended repair, refurbishing, or restoring my H4s. I boxed the lights up very carefully and shipped them fully insured via UPS off to John in Oregon. [John advised to heavily insure the package because the original H4s are becoming rare and should be valued about at least \$650

each]. Upon delivery he assessed my H4s were in "restorable condition...the reflectors are good but not highly reflective and [he] recommend that we do a full restoration."

## THE PROCESS

Per John, "the restoration will undoubtedly make things look nice, but the main goal is to increase lighting performance and replating the reflectors is the major expense. The most important components of the headlights are the reflectors. The difference between a refurbishment and a restoration is whether they need to be sent out for replating or not. Kind of a judgement call but usually on lamps this old it's a good idea to go ahead and have it done given that whole point is bright illumination." So he had my H4 lights bead blasted first, primed, and then finally re-plated. Plating shop one completes the H4 light reflector bead blasting, copper and nickel plating phase. Once complete the reflectors are delivered to the second plating shop (dulled) for the vapor deposited aluminum phase.

"Bulb replacement options are 100/55w or 60/55w bulbs. If you choose the brighter 100w, a relay kit is recommended. The cost to refurbish is \$450, to restore is \$650, plus \$65 return shipping." I spent \$100 at UPS shipping the lights to John so all in, my total was \$815. Still less than new H4 replacements from Pelican Parts or Stoddard.

John's light restoration takes two-months. I was not going to garage our 911 from January through March, so I fashioned my faux lights out of corrugated white plastic board to keep dirt out and to protect my empty headlight buckets and electrical connectors. The look is similar to the protective covers used for the track. This cheap fix allowed me to regularly exercise our 911sc all winter during dry daylight hours with marker and driving lights on.



## THE FINISHED PRODUCT

The finished restored H4s look amazing. What a difference in illumination with the newly plated H4 reflectors and replacement glass lens. The new H4s are new jewelry on our beloved 911sc Targa with her 285,000 superb Porsche engineered miles! The H4 restoration was well worth the time, effort, and expense.

Thank you PCA Spotlight and PCA Member John Audette. **DV**





# A LOT FOR A LITTLE?

STORY AND PHOTOS BY STUART WIRTZ

I used to race a Spec Racer Ford in SCCA's Mid Atlantic Road Racing Series, mainly at Summit Point, but also at race tracks throughout the northeast. That was a long time ago, almost 20 years now, but I still remember vividly my wife's response every time a race weekend or that race car was mentioned, "that's a lot for a little."

What she meant, of course, was the thing costs a lot of money, and racing maybe seven or eight times a year doesn't seem worth it.

It was hard to disagree. You just don't have a race car. You need a helmet, Nomex race suit and underwear, (not back then, but now a HANS), Nomex gloves and boots, fuel jugs, a quick jack, a quality pressure gauge, a tire pyrometer, a pit board, stopwatches, special alignment tools, rain tires, other spare parts, and all the tools to keep the car running. That was the min-imum. Lots of guys had complete communications systems and dash loggers they would hook up to a laptop following each session. Of course you need a canopy for the paddock and buddies to help you. I had a mechanic friend I paid for his trouble and all the weekend time away from family. I also bought a car hauler to keep the stuff in and a full-size pickup truck to tow it all.

To be fair, by a lot she also meant time and effort. I lived in Old Town Alexandria then and had one spot in a common garage below the townhouse. Logistically, it took work.

As PCA Members, I think we're all racers at heart, even if we've never been on track. So faced with my financial and logistical unpleasantness, I'd remember Steve McQueen's line as Porsche driver Michael Delaney in the Greatest Movie of All Time (well, tied for the Greatest with Grand Prix, Senna, Rush and Ford vs. Ferrari), "Racing is Life, anything that happens before or after, it's just waiting." Truer words have not

"Whether you prefer the Drive to the Dine, or just the Dine itself, it's not just the cars, it's the people."

been spoken. (Here too, my wife and I disagree, her favorite movie is Jimmy Stewart's Harvey, a movie about a big white imaginary rabbit.)

I'm telling you this because the same thing is happening now. An overseas transfer or two has caused me to be "between Porsches" for much longer than any even mild Porscheophile should reasonably endure. Every month I comb The Mart and religiously search the net for that just-right, new-to-me Porsche. The talk of spending not far south of six figures for my new find leads to the same cry, "that's a lot for a little."

This time it's not hard to disagree at all. I've been Porsche-less for quite a while, but I owned a Cayman S I bought new in 2006 after falling in love with the pre-production model of Porsche's new mid-engine coupe I saw at a dealer. Alone, I attended a Porsche Platz both at Petit LeMans and the Rolex 24, but my wife and I have been to the Gathering of the Faithful, Potomac's picnic and a few Drive and Dines, of which our favorite was when we drove to the Eastern Shore for crabs. We attended a Treffen at Watkins Glen (although I don't think they were called Treffens then), and the Porsche Rennsport Reunion III at Daytona.

My wife enjoyed PCA's activities as much as I did. For me, it's exciting to experience Porsche's racing heritage. I loved the events at races. I loved simply driving the car, anywhere, eight blocks to the Giant or 800 miles to Daytona Beach. My wife tolerated the racing and isn't a fan of long road trips, but she really enjoyed the picnics, rallies, car shows, and the crabs. Every PCA event gives members a chance to enjoy their cars, and the company of other Porsche owners and enthusiasts. Whether you prefer the Drive to the Dine, or just the Dine itself, it's not just the cars, it's the people. Truer words have not been spoken. **DV**



NEW  
POTOMAC  
MEMBERS

- NEIL AGARWAL**  
2012 911 Carrera S Cabriolet  
from Bethesda
- JAMES BARNACLE**  
2018 Macan S  
from Bethesda
- ELLIOTT BARNES**  
1984 911 Carrera Targa  
from Great Falls
- ROBERT BIRDSONG**  
2020 911 Carrera S  
from Reston
- CAROL CHELEMER**  
2008 911 Carrera Cabriolet  
from Rockville
- RENEE COCHRANE**  
2006 911 Carrera Coupe  
from Bethesda
- WILLIAM CONLEY**  
2010 Boxster S  
from Arlington
- CHRIS CORONADO**  
2019 Macan S  
from Frederick
- JASON COSOLA**  
2008 911 Carrera S Coupe  
from Arlington
- BRUCE DUBINSKY**  
2020 911 Carrera 4S Coupe  
from Rockville
- SHERAN FERNANDO**  
2018 Panamera 4  
from Alexandria
- ALFONSO FRIONI III**  
from Herndon
- JARED GARD**  
2003 Boxster  
from Ridge
- ROBERT GIONFRIDDO**  
2018 718 Boxster  
from Saint Leonard
- PAUL GOURLEY**  
2013 Boxster  
from Alexandria  
transfer from Peachstate
- CHRIS GRAHAM**  
2014 Cayenne S Hybrid  
from Bethesda
- PETER GRANT**  
2001 911 Carrera  
from Potomac Falls
- GREG HAAS**  
1999 911 Carrera Coupe  
from Berkeley Springs
- TOM HAFLEY**  
2006 Boxster  
from Manassas

- ROBERT HICKERSON**  
2017 718 Boxster S  
from Vienna
- BEAU HORNSBY**  
2005 911 Carrera  
from Fort Belvoir
- STEVE JAMES**  
2011 911 Turbo S Cabriolet  
from Dunn Loring
- SIM JAMISON**  
2002 911 Carrera 4 Cabriolet  
from Fairfax Station
- MAX JAUREGUI**  
1997 Boxster  
from Silver Spring
- DON KEPPLER**  
2012 Panamera 4S  
from Kensington
- SIMON KIM**  
2011 Cayman S  
from Chantilly
- PETER KRAWCHYK**  
2017 Macan S  
from Severna Park  
transfer from Chesapeake
- TODD MCGOWAN**  
2011 Boxster  
from Leesburg
- JAMES MCLEISH**  
2006 911 Carrera S Coupe  
from Mclean
- WILL MEYER**  
1982 911 SC  
from Arlington

- RYAN MOSEL**  
2015 911 GT3  
from Arlington
- NATHAN MYERS**  
from Falls Church
- KELLY NIMICK**  
2017 Macan GTS  
from Fairfax
- MICHAEL NORMAN**  
2006 911 Carrera 4S Coupe  
from Purcellville
- DANA OPPINGER**  
1986 911 Carrera Coupe  
from Arlington
- KEITH PAPANICOLAS**  
2020 911 Carrera 4S  
from Fairfax Station
- STEVE PERA**  
1955 356  
from Laytonsville
- DAVID PIERCE**  
2019 718 Cayman S  
from Oxon Hill
- CHRIS POIRIER**  
2014 Cayman S  
from Washington
- WILLIAM POWELL**  
1997 911 Carrera  
from Round Hill  
transfer from Northeast
- GERARD PUERTAS MAS**  
2003 Boxster S  
from Washington
- JULIA RYAN**  
2018 Macan S  
from Arlington
- HOWARD SHELANSKI**  
2011 Cayman  
from Washington
- ASHLEIGH SIMPSON**  
2020 911 Carrera 4S  
from Arlington
- JONATHAN SMITH**  
from Ashburn
- RICHARD SMITH**  
2007 911 Turbo  
from Bethesda
- TERESA SMITH**  
2019 Macan  
from Woodbridge
- JERRY SNOW**  
2015 911 Targa 4S  
from Washington
- DON STOLKOVICH**  
2003 911 Carrera 4S  
from Hampstead  
transfer from Chesapeake
- RAY STROH**  
2007 Cayman S  
from Frederick
- ENRICO TENORIO**  
1981 911 SC Targa  
from Chantilly
- JAMES WATERHOUSE**  
1988 911 Carrera Targa  
from Washington
- ROBERT WATSON**  
1985 911 Carrera Targa  
from Burke



PCA Potomac  
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Russell Kessler

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David & Tracy Stoesser  
David & Marian Wilson

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Preston Calvert  
Jerry & Kristine Jirgl  
Paul & Beth Martino  
David & Nicole Segall  
Mark & Angela Tlumacki  
Richard & Peggy Forbes  
Todd & Sandy Minners

**20 YEARS**  
Paul & Katherine Armstrong  
Chris & Madeline Chulumovich  
Andrew & Francine Nisbet  
Ed & Chrissie Devinney

**15 YEARS**  
Omar & Shana Ahmad  
John Bennett & Kirsten Nelsen  
Thomas Bowes & Sarah Bonner  
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Michael & Megan Scheidt  
Craig & Patti Bond  
Justin Cordesman

**10 YEARS**  
Sam Oglesby & Callan Nagle  
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John & Laura Dean  
Jason & Cynthia Leaver  
Robert Mariani  
Anthony Strickland  
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**5 YEARS**  
Erik Basore  
Michael Bohn  
Colin Coffman  
Terrence & Lil Cooney  
Kenneth D'Angelo  
Neil & Janeen Green  
Yama Habibzai & Yogul Shikarpuri  
Steven Hahn  
James Lindner  
Stephen Robinson  
Chuck Sowers  
Peter & Tanya Todaro  
George Tsantes  
Max Villagra  
Dave & John Woodson  
Russell James & Yuki Bartlett  
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Contribute to  
**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 991.
  - 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](mailto:dveditor@pcapotomac.org).
- All photos must be original digital files; please do not resize or crop them before submission.

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## Celebrate the Generations

As I write this, the new year has not yet even begun. But as you read this a month of it will have already passed. Time flies ladies and gentleman and it's best we all make the best of it!

One thing I so love about Porsche and the Porsche Club of America, is how the word generation is such an integral part and celebration of its cars and members. The cars span generations, as do PCA members. Yet there is little separation to be found in the overall passion throughout. Here's a world where you can find older enthusiasts driving new generations of Porsches and younger enthusiasts driving older generations of Porsches, and every variation in between.

There are those who happily place themselves in the loving character of the air-cooled camp, and others in love with coolant running through their engine's veins. There are those who love the decades worth of turbocharging and now those who revel in the technological wonderland of electric propulsion. Some of us love the motor in the back, some the front, and some like it right in the middle. There are enthusiasts who wax and ones who race. Ones that rally and ones that autocross. There are PCA members who do every event they can, others who volunteer in every way they can. There are members who could not imagine their vacation, or life for that matter, void of Porsche. Some of us work on our own Porsches, others do not. All of us buy Porsches and some of us are sales people. Some desire a classic, while others simply appreciate them. Some of us care deeply about Porsche's history and others love it's racing history. For some our Porsche is a daily driver, and to others our Porsche is a coveted collectable. Some love Porsche sportscars, others love their SUVs and sedans. Its a crazy mixed up world of fun!

All and all though, we are a Porsche and Porsche people loving family. We find our place among each other. We respect each other's desires even if we don't completely understand each other's direction within the Porsche world we live. Isn't this a refreshing thought?

As this new year continues, so too has a new decade. 2020, my, my, it seems amazing. In less than ten years it will be 2030. Can we imagine what our Porsche world will be like then? Never mind, for now the world is our oyster! Just think, we have as an example eight generations of 911s, four generations of Boxsters, three generations of Cayennes and Caymans and 356s, and one generation of 944 and 928, along with a first generation Taycan. Best of all, depending on how you count it, we have at least four

# FUEL FOR THOUGHT

BY TOM NEEL

generations of Porsche owners/drivers still with us, and hopefully more on the way!

This year maybe even more so than ever, let's continue to have all Porsche Club of America members appreciate each other and be proud of our inclusion for each other. Let's be proud and respectful of our character and the character we find in the cars we love so dearly. We should all be shining examples of people who just love having a good time and happy that there's a long lasting marque and club to provide so much joy!

On this note, we should be here to lift each other up. When you are at events, engage older and younger generations. Narrow those generation gaps through conversation and passing along your stories and advice to them. All generations bring wisdom and energy to the club and with this comes strength and fun too! If you feel lonely, don't be afraid to turn to your PCA brothers and sisters for camaraderie. We are here for each other. You may want to try something, maybe an autocross event or a social event, but you mentally feel isolated. Trust me, there's a member or many members who would love to help you and are enthusiastic for you to join in on the good times to be had. There is virtually no part of the Porsche lifestyle that can't be shared and no generation that can't be found.

Maybe even think of it this way. You're are a 70 year old woman who just lost her spouse. His Porsche is now sitting in the garage and you don't know what you do with yourself. There is a PCA event and members who can't wait with to meet you! Or let's say you're a young professional who possibly unlike some of your other friends, has been able to purchase your first Porsche and you feel a bit isolated. PCA will be happy to make you feel right at home! Maybe you're a couple of senior citizens sitting at home watching movies and you feel like life is passing you by. It's time to acquire a Porsche on the grounds that you can't take it with you! It's time to be with people who are loving the Porsche life.

So a new year has come and with it a new decade has begun. What a year and decade it is going to be. Generational abundance! Porsches and Porsche people, what a great combination! DV





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