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

2.21 • VOLUME 67 NO. 1

## DER VORGÄNGER

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To subscribe, join the Porsche Club of America. Details at [www.pca.org](http://www.pca.org).

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# This Too Will Pass



Glenn Cowan

With this edition of **DER VORGÄNGER** I begin my eighth year as your Editor. This is my 77<sup>th</sup> Editor's column. When I first agreed to take on this role, I hoped it would be an avenue to meeting more Potomac members than had been the case in my previous 20 years of active membership. Even with numerous Drive and Dines, several Autocross events every season, two HPDCs, virtually every Rally and Concours meet and attendance at DE and Club Race and many social events, I had been unsuccessful in meeting and really getting to know very many of you. My time with **DV** has provided me that opportunity and for that I am thankful and look forward to some years yet.

When Michael Sherman and I were briefed by previous Editor, Richard Curtis, he spent a few hours

explaining what it took to produce this magazine, wished us luck and smilingly shook our hands. I'm still surprised that the first issue went to print. There are still months that have me worried!

It is clear that there needs to be a better way to transition to a new Editor when that time inevitably comes. In the past year I have worked increasingly with Alan French who now assumes the role of Deputy Editor in hopes that he will be our next Editor or at least help recruit my replacement should time and tide dictate. Welcome Alan!

2020 was a hard year for all of us. Health worries, family and friends isolated, work patterns disrupted beyond imagination, loss of friends. 2021 portends for better but we have some way to go yet. Potomac's leadership worked miracles last

season but our new leadership is still faced with uncertainty, not about the eventual outcome which will be vastly better, but over timing which is still unclear. To event planners, timing is the essential variable and we cannot be certain of the calendar. We can all be optimistic about the coming season but have to remain patient about the specific dates.

So I don't know quite when—but am certain I will see many of you in 2021 and am so looking forward to it. I have a 13 month old car I have barely driven—see you out there—eventually. **DV**



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# From Dreams to Reality

I grew up near Stuttgart, Germany, not far from the Porsche factory. As a child, I used to sit by the side of the road in an old camping chair to watch for cars coming from the factory. I would write down the license plate numbers and note which tag I had seen before. Porsche prototypes and the newest models were easily identified by the white license plates with red print beginning with "BB" identifying the vehicle as a factory vehicle. I saw my first ducktail that way and thought I'd never seen anything so cool.

My love for Porsche continued to grow through my childhood, from my dad's VW Beetle with a 911 engine swap and later a 1979 928 was added to the family. I moved to the United States at 16 and bought my first Porsche: a 2002 911, type 996 in 2006. I joined PCA in 2008.

In the decades since I went from hoping for a glimpse of a Porsche to becoming a certified national instructor for our Driver's Education (DE) program. I headed up our Autocross and Club Race programs before I joined the Executive committee as club Secretary in 2016.

I wish I had joined PCA sooner. I want to make sure potential new members don't lose out on opportunities to enjoy the bonds PCA offers between its members. I want to emphasize the variety of Potomac's programming and take better advantage of PCA's "Test Drive" program to join for six months and try us out.

Another way to encourage new members starts with new drivers; this year, in addition to our DE, Autocross, Rally, Drive and Dine, Concourse, and Social events, we

will support Tire Rack's Street Survival program aimed at new teen drivers. We'll also hold our first Women's Only HPDC this year, which we had to postpone in 2020.

Our focus won't just be on new members, but current members as well. We will continue to encourage the highest level of performance from our Driver's Education (DE) instructors, something that distinguishes Potomac throughout the country. Our other programs should not only continue but even expand as time and budgets permit.

For performance events like Driver's Education and Club Race, we must consider the Taycan and its successors, including a likely all-electric 718 Boxster/Cayman. Will the performance of these cars require rule changes or additional safety considerations? DV



Gary Baker

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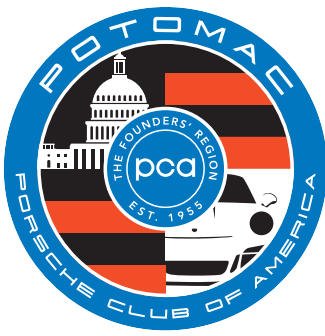
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# 2021 CALENDAR OF EVENTS

The information below is accurate as of date of publication. Check Potomac's website at [pcapotomac.org](http://pcapotomac.org) for further information and the most up-to-date information.

## FEBRUARY

6

First Saturday Monthly Lunch  
City Grille, Manassas, VA

## MARCH

6

First Saturday Monthly Lunch  
City Grille, Manassas, VA

16

Open Board Meeting and  
Awards Ceremony

20

Autocross School – Summit Point

21

Autocross #1 – Summit Point

27-28

Drivers' Education – Summit Main

# CARS & Coffee

CARS & COFFEE EVENTS ARE NOT ORGANIZED OR SUPPORTED BY PCA POTOMAC. CHECK TIMING ONLINE. COVID-19 RESTRICTIONS APPLY.

## 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 Catocin Circle, NE, Leesburg, VA 20176

## BETHESDA, MD

**SATURDAYS, 8–10AM**

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

## POTOMAC MONTHLY LUNCHES & BRUNCHES

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

### Virginia

**First Saturday of each month, 11:30am**

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

### Maryland

**Canceled Until Further Notice**

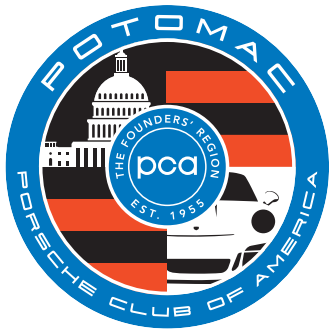
## JOIN PCA

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](http://pca.org/user/join/membership)





# Potomac Program Highlights

## AUTOCROSS



## The Gateway to Porsche Bliss

*New Aspects for  
the 2021 Season!*

**BY BILL CONLEY, AUTOCROSS CHAIR**

*Porsches are designed for an open road, where the engineering marvel can come fully to life. Autocross is a great way to learn the limits of the car, the tires, and each of our driving abilities.*





Additionally, it's a fun way to see how close you are to the limits when engaging in friendly competition against similarly capable cars in your class. Accelerating and going fast on a straightaway is one thing; but learning to control your car under heavy braking while simultaneously navigating a tight turn is truly exuberant.

Autocross is a safe and affordable way to learn these limits, and have great fun as well. It's a timed competition, where each car competes on the same course. Each course is uniquely designed for that day and everyone has the same period of time to learn the course: the major elements and the nuances. Typically, a run takes around a minute as you navigate a hundred cones setup in a large parking lot to create the track du jour.

Navigating through the course successfully is the first part to master. Learning about understeer comes next for most of us. Each course is constructed of a few major elements: slaloms, Chicago boxes, increasing/decreasing radius circles, and walls (all made of harmless cones). Visually each of these presents a unique challenge to learn, and then master the vehicle dynamics through each, and lastly learning how to smoothly transition between elements.

Even the fastest drivers were once novices. You can learn the basics at the Autocross School or by registering for an event mid-season. The fast experienced drivers happily offer coaching and advice on how to navigate the course. Learning, teaching, and introducing new people is a passion for us on the Autocross Committee, we're thrilled to see new faces and watch as everyone learns a bit more about their car, their friends, and themselves over a day.

**Autocross is one of the easiest events to prepare for.** If your car can pass a state inspection, you're likely in good shape. Checking your tires, brake fluid level, and brake pads is always a good idea! Be prepared for the weather—we start early in the year and have hot events mid-summer; a raincoat and broad-brimmed hat are always in my kit. A basic helmet is the key item you'll need to pick up. (While the club maintains loaner helmets for Autocross, we won't be able to use them until we're past the pandemic.) Your registration fees cover water throughout the day and lunch. To keep our

registration fees low, and ensure autocross is affordable for everyone, we all work the course when we're not competing. Bring a comfortable pair of shoes and be aware you need to stay for the full event to ensure we have the needed course workers to be safe and fun for everyone!

Registering early on [motorsportreg.com](https://motorsportreg.com) is always a good idea as events often fill up. Check the start time and location. If it's your first time at Summit Point, we'll have signs to guide you once you're through the gate. We also use the Bowie Baysox parking lot which is easy to get to with GPS. We suggest arriving a few minutes early, especially if it's your first time, as this will allow you to get acclimated, meet a few fellow enthusiasts, and learn a bit before the event begins. We'll use the touchless waiver system again this year, which you have to complete a few days in advance. Taking a screenshot on your phone of the registration and waiver is a good idea given the spotty cell reception at Summit Point.

**New for the 2021 season**, we want to grow our new members; COVID presented many challenges across 2020 that resulted in fewer new members. We're going to focus on micro-training learning that allows solo drivers to learn the elements of an autocross course. Once safe, we plan to utilize in-car instructors this season as well. Our goal is to ensure everyone learns and becomes competitive in their class during the 2021 season. We are optimistic that we'll be able to bring the social aspects of Autocross back in 2021 as well. Additionally, we won't be able to allow spectators currently, but hope to return to normal later in the season.

When you arrive for an event: we will use the same registration/tech inspection process as 2020 due to the continued pandemic. When you arrive, park your car in any open parking space, and empty all items from your car—both the trunk and frunk and the passenger compartment. Everything means everything, to include floor mats. When you're ready, pull up to registration with your phone, present your registration/waiver screenshot, and then proceed to the tech inspection. You'll be able to stay safe in your car while we confirm your compartments are empty and that your tires, brakes pads, and brake fluid are all reasonable.

Have any questions? Please visit our website at [pcapotomac.org/activities/autocross](https://pcapotomac.org/activities/autocross) or email us at [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org). We look forward to blissful days together on course learning about our cars, our tires, our friends, and ourselves! **DV**



## CLUB RACING

# PCA Potomac Club Race at Summit Point in September

STORY BY DONNA AMICO, CLUB RACE CHAIR  
PHOTOS BY KEN HILLS & ERIC TREXLER



*Racing? Porsche Club has races? As in real wheel-to-wheel competition on a racetrack? Why yes, we do. As you can see from the photos, the racing can get quite close.*

Porsche Club Racing is a PCA National program that currently plans 27 races at 24 different road race circuits across North America (yes, there's a race in Canada). PCA Regions host the races in their Region, and PCA National enforces the rules and requirements, provides the race officials, and promotes consistency among the race programs. PCA Potomac hosted one of the first races in 1992 at Summit Point Motorsports Park, and we will have the honor of holding the 30<sup>th</sup> Annual PCA Club Race at Summit Point on September 17-19, 2021.

There are three ways to get involved. One, obviously, is to get a PCA race license, prepare your car in accordance with the rules, and start racing. If you currently race in a series with another sanctioning body, it's possible to join PCA Club Racing with a "provisional" license. Otherwise, many racers are people who want to take that next step after gaining substantial experience in the upper groups of the Drivers' Education program. For more information about PCA Club Racing and the rules for drivers and cars, go to: <https://pcaclubracing.org/>. A link to the rules is under the "Info" tab on the PCA Club Racing home page.

Most of you probably aren't aspiring to be future racers, but there's still a way to be engaged: VOLUNTEER! It takes a (large) village to organize and run a club race. More than 100 volunteers turn out each year to make our event a success. Volunteers staff all the functions of the race listed below. Each area is led by a qualified and experienced Marshal or Team Lead who help the newcomers learn the job.

- Registration and Welcome Tent—getting racers and guests registered and credentialed.
- Paddock—parking trailers, cars and tow vehicles for 160 race cars in a paddock that fits 120
- Grid—getting the cars in the correct order before they go on the track
- Flagging & Control—the corner workers who communicate with the drivers via flags
- Timing & Scoring—assist National Timing Tech with providing practice and race results
- Tech & Scales—assist National Scrutineers with checking car compliance with rules
- Hospitality and Social Events—organizing and running happy hours, dinners, welcome packets
- Promotion—social media and other activities to generate a buzz, club race program
- Sponsorship—soliciting sponsors; ensuring they receive all benefits and enjoy the experience
- Swag Swap & Sales—size exchanges, sales of racer "swag" and other race-related items
- Charity—Creating and coordinating activities to raise funds for the Erin Levitas Foundation <https://erinlevitas.org/>.

Volunteers also staff positions in announcing, pace car duties, photography, medical liaison and non-medical emergency services (e.g. towing); these positions are appointed by the club race chairs.



If volunteering sounds intriguing, mark your calendars for the race weekend and look for advertisements in **DER VORGÄNGER** and the weekly e-news blast. Volunteer registration opens in June. Flagging positions require that you attend an SCCA Corner Worker school. That is usually in the Spring but may be delayed. Again, look for the advertisement in our regular member communications.

A third way to become involved in the race is to be a sponsor and promote your company to the PCA membership. Race registration fees only cover about 2/3 of the cost of a race, so we depend on sponsorship for providing a high-quality racer experience that keeps them coming back every year. Sponsorship lets us have social events that enhance the

camaraderie among the racers, their families, volunteers, and guests. Sponsors can have ads in the program, interviews at the track, promotion throughout the weekend by the announcers, and thanks on banners and at the social events. If interested, send an email to [clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org), and we'll be in touch when we've finalized the sponsor programs for 2021.

Finally, maybe you don't want to get too directly involved in 2021, but you'd like to see a little more, and after all, who doesn't like to watch racing? Hopefully, we will be able to host our PCA members as spectators in 2021, so come on out and watch the racing in September. Then we'll see you in 2022 as a volunteer once you experience all the excitement and activity of the event. **DV**

## RALLY



### BY CRAIG DAVIDSON, RALLY CHAIR

*Why did you buy a Porsche? If the reasons include you enjoy meeting new people, you like driving some of the regions' best country roads and you are competitive, Potomac Rallies are for you.*

PCA Potomac runs two or three rallies between April and October. We meet on a Saturday morning at 9:30 or so. The meeting location is usually in a shopping center that offers food and facilities. Around 10:00 we have a drivers and co-pilots meeting. At that time we review the route directions and the rules for the format of that day's "rally".

Our rally routes are generally from 65 up to 80 miles long. Three hours is the typical time it takes to successfully complete the route. We have several formats or games we use to make the day interesting. For example, picture rallies are where teams must find "things" and note their location. Another is where we stop at various locations to get a playing card and having the best hand at the end is a "Poker" rally. The most popular

and interesting is "All About Speed". In this format teams have to sum the speed signs on the route and come up with a one number total. Signs that are black and white are positive and signs that are yellow and black are negative. A typical 65 mile route will have 150 or more speed signs. The final numbers can run into the thousands.

At our final destination we always have good food and beverages for all participants. We present trophies to the top three driver and navigator teams. This activity is absolutely a team event. Drivers are not allowed to yell at navigators! It's in the rule book and I have the only copy.

Rallies are limited to 25 cars. With a driver and navigator that is 50 people. Finding someplace that can safely accommodate that many people is a challenge. The last rally we had ended at a member's house with food trucks. The cost of each rally varies with the type (read expense) of the chosen restaurant, but you can expect the rally will cost between \$45.00 and \$65.00 plus gas. An inexpensive afternoon of entertainment!

The first Rally of the season is scheduled for Saturday, April 24<sup>th</sup>. Watch for details and registration at the beginning of March. It will be on the PCA Potomac website and weekly bulletin. **DV**



DE

# Drivers' Education in 2021

BY BOB MULLIGAN AND SUSAN KIMMITT, DE CHAIRS



We all greeted New Year's celebration this year as a way to make 2020 a memory and 2021 a welcome future to focus on. During this past season, our usual procedures for PCA Potomac Drivers' Education (DE) evolved into what was needed to allow us to function as well as possible in the face of Covid-19. As this virus rapidly changed everyone's lives, we focused on preserving what is best in our DE program through the pressure grinder of an ongoing pandemic.

Hopefully, you all agree that we were successful in this endeavor. This leaves us looking at planning our DE program for 2021, and we feel we have an interesting and challenging DE program on our horizon. At this time, we have a tentative schedule for 14 events, including days for instructor training and novice introductory days (HPDC's - High Performance Drivers' Clinics). All dates remain tentative pending final contract signing commitments with the various tracks, but should be firm dates providing that Covid does not cause more modifications and shut-downs.

As you look at the DE's we have scheduled for the upcoming season, remember that there is little to no flexibility for moving events due to extremely high demand for track time by numerous driving groups. This results in these tracks being booked at full capacity years in advance. This is especially true for our out of region venues: Watkins Glen, Pitt Race, and VIR. Summit Point's main circuit is also very tight in their scheduling, but they are very willing to help as possible.

Another point to note is that we have not scheduled a March HPDC in 2021 as we usually do. This is because this specific event is very hands on with quite a lot of classroom time and in-car instructing. During this era of Covid-19 restrictions, we feel this



is just too much face time to allow us to safely present this clinic and meet infection control protocols established by the local authorities and PCA national. We cannot expect restrictions to be eased by early March, but are hopeful that as the season progresses, this epidemic will lessen and allow us to resume more normal life and track activities. Therefore, you will see these scheduled for the fall when we hope to have come out the other side of this virus nightmare.

This being said, we expect to start our DE season in March 2021 functioning under the same infection control guidelines that we started in June 2020. These measures include limiting instructor contact to only a single student per instructor, limiting the size of a group in a classroom to allow six feet separation, contactless registration, temperature checks, mandatory mask use, pre-event drivers' zoom meetings, no-penalty late cancellation, and, unfortunately, restricted organized happy hours at the tracks. As the epidemic eases, we hope we can carefully relax these limitations, but expect some residual effect throughout this year. You can be sure we will be monitoring the status of ongoing local infection mitigation requirements carefully, having zoom-meetings to keep our procedures up to date, and doing our best to maintain both the structure and fun of all of our high-performance events.

As you look at the schedule for 2021, you will see that we have scheduled quite a few one-day events in October due to the probability that Covid-19 restrictions will persist through the first half of our upcoming season. Therefore, we could not distribute these through the spring, as we would have liked to do.



For this year, we also have two new single day events planned:

The first of these is a “street survival” day for our teen drivers, which is a program sponsored by Tire Rack, and has been very successfully coordinated with several other car clubs, including BMW. Several of our instructors and volunteers have had the pleasure to assist at this event in the past and look forward to adding it to our schedule as a service to our community.

The second is a day added for a Women’s HPDC in October. This is a concept that was championed by Mia Walsh, PCA Potomac’s outgoing president (current past president) as a way to introduce more women to our events. Much more will be

presented to you about these new events as the season progresses and specific plans are developed for them.

As usual, following a DE Planning Committee meeting and finalizing contracts in January, this schedule will be posted on MotorsportReg.com (MSR) for you to sign up for those events you wish to attend. Warning- these events fill up extremely fast, especially for the Green and Blue instructed groups. Sometimes, they fill up the first day of posting. We will have a notice put into the Friday Blast for two consecutive weeks prior to opening up, so look for this. We expect this to open up the beginning of February. For your planning, we have included the probable dates for our DE events for 2021. **DV**

## TENTATIVE DE SCHEDULE FOR 2021

Please remember this is PROVISIONAL

**MARCH 6 & 7**

**INSTRUCTOR TRAINING**

with possible lead-follow instruction

Summit Point – Jefferson Circuit

**MARCH 26**

**NATIONAL INSTRUCTOR SCHOOL**

Summit Point – Main Circuit

**MARCH 27 & 28**

**FIRST POTOMAC DE**

Summit Point – Main Circuit

**MAY 14 – 16**

**DE**

Watkins Glen

**JUNE 5 & 6**

**DE**

Summit Point – Shenandoah Circuit

**JUNE 25 – 27**

**DE**

Pittsburgh International Raceway

(Pitt Race)

**JULY 9 – 11**

**DE**

Summit Point Main Circuit – Mid Summer

**JULY 30 – 31 & AUGUST 1**

**DE**

Summit Point Main Circuit – PorscheFest

**AUGUST 27 – 29**

**DE**

Virginia International Raceway (VIR)

**OCTOBER 2**

**HPDC**

Summit Point – Jefferson Circuit

**OCTOBER 3**

**WOMEN’S HPDC**

Summit Point – Jefferson Circuit

**OCTOBER 9**

**TIRE RACK STREET SURVIVAL**

**TEEN DRIVER WORKSHOP**

Summit Point Autocross Course

**OCTOBER 22**

**VOLUNTEER DAY**

**INVITATION ONLY**

Summit Point – Main Circuit

**OCTOBER 23 & 24**

**FINAL DE OF 2021**

Summit Point – Main Circuit

# Safety in 2021

BY DIRK DEKKER, PCA POTOMAC SAFETY CHAIR

Happy New Year while hoping 2021 will bring a return to normal before too long. These safety items apply mostly to Drivers’ Education (DE) training but have application for all of Potomac’s driver based events. DE itself is planning an ambitious 27 track days, each with 150 or so cars which requires extensive safety preparation, training and diligence. Autocross requires its own safety protocol as do all events where cars are moving under auspices of Potomac PCA (i.e. where waivers are needed).

With credit to the FAA, “Safety is no accident” which can be read in two ways!

- 1) For 2021 all helmets must be Snell or equivalent 2015 or newer, no helmets pre-2015 and for DE, helmets need to be SA rated. There is no one year “grace period”.
- 2) HANS or equivalent head and neck restraint systems are required in DE if harnesses are used, which then requires HANS compatible seats with “factory pass through holes” and proper sub-belt entry. It is very strongly recommended that a roll bar be installed as part of any harness system.

If you have questions, please forward to **tech@pcapotomac.org** for all details and exceptions

- 3) We are looking into having an addition to Registration and to the Tech Form asking all drivers to affirm they have no physical or mental impairments to driving on track.
- 4) We are in conversations with our on-track control managers regarding a much more aggressive use of the “Red Flag” if a car impacts a wall. This will let Emergency Vehicles get to the scene much more quickly and if warranted clear the car to proceed on track presuming no coolant or oil loss is evident. If a car cannot safely proceed, a call for a flatbed/tow truck assistance will be issued. We feel that proactive control via a more aggressive use of red flags will add safety and save time and cleanup.
- 5) All questions, or comments should be sent to the DE Chairs at: **dechair@pcapotomac.org**

As always, practice situational awareness when driving, both at the track and on the roads. **DV**

## SAFETY



## CONCOURS

# Concours 2021

STORY BY TOM COYLE, CONCOURS CHAIR

PHOTOS BY GLENN COWAN



*The Potomac Porsche Club Concours group has traditionally held numerous events throughout the season, with the purposes of introducing members to what a Concours entails, and the fun to be had meeting new people who share similar interests. For 2021, we will seek to offer a little something for everyone, "Concours-wise".*

A Concours is essentially a car show. We typically have events that range from "display only," to fun shows with prizes and fully judged events with trophies. We do our best to choose locations that lend themselves well to hosting a Concours, with lots of good parking, covered areas, restroom facilities and food. We try to ensure the venue is easily accessible to as many of our members as possible, given Potomac's geographic spread.

We encourage all PCA members to attend a Concours event. It is a great way to learn about the vast Porsche model selection since its founding, while also meeting other members (yes, while wearing a mask when appropriate).

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. For 2021, we are in the planning stages of the Deutsche Marque and have reserved May 2nd for this great event, as well as planning for the other aforementioned events. A mid-summer "Parts Swap" event is also being considered. We are also planning to host the ever-popular "Gathering of the Faithful" in early September.

Looking for a fun way to "give back" a bit to your Club for 2021? As we start the 2021 Concours planning, we are seeking a few motivated Volunteers to assist in a variety of ways. In order to meet our goal of having our fellow Members have the best possible experience at our events, we need lots of help prior to, and during the events.

While we maintain a core group of experienced Judges, we know from experience that there is plenty of "behind-the-scenes" work that precedes each successful event. No experience is necessary. We will train you! In addition, we offer significant benefits only available to a select few at these Concours events, i.e., free sunscreen, Porsche swag, none-too-comfy lawn chairs, tents (you'll help put 'em up), and possibly some food/beverage enticements yet to be determined! Sore feet are extra ;-)

It's a great way to meet fellow Club members and lend a hand at the same time. For additional information, please contact Chair Tom Coyle at [tomcoyle@pcapotomac.org](mailto:tomcoyle@pcapotomac.org). DV



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## DRIVE AND DINE

# Porsches, open roads, fresh air, food and libations

STORY BY GLENN HAVINOVISKI AND ALAN FRENCH,  
DRIVE & DINE CHAIRS

PHOTOS BY GLENN HAVINOVISKI AND STEVE GRUMBACH

*Drive and Dine events are among the most beloved helmet-optional activities in the Potomac Region. Our drives typically utilize scenic and less-traversed public roads with numerous curves and undulations. Our destination venues may range from quaint country restaurants to comfortable hotels, famous museums, fun car events, and of course wineries, distilleries, breweries or other venues that enable post-drive enjoyment.*

With the coronavirus still going strong (though widespread vaccine availability is on the horizon), we expect some modifications to our traditional schedule of events this year. As you may recall, the initial COVID-19 lockdowns resulted in virtually all events cancelled or postponed from the first half of last year, relieved in part with the substitution of “virtual drive and dines” on Zoom (helped by many who utilized their cars, car seats and open roads as virtual backdrops for their on-screen banter and tipping).

Three sets of events are hosted by D&D Committee (led by the authors). These include:

**1<sup>ST</sup> AND 3<sup>RD</sup> SATURDAY BRUNCHES** which are great opportunities for new members and veterans to get together and converse over a nice meal. At this time, we are still hosting the 1st Saturday (Virginia) brunches at CityGrille in Manassas, VA, meeting at 11:30 am in the parking lot. Social distancing is in order at this venue as with any other, but we have frequently enjoyed warm and dry enough weather much of the year to do this one on their patio. The 3rd Saturday brunch in Maryland is suspended until further notice, but we are looking at a few



options going forward as the impacts of the pandemic start to taper back throughout the year.

**DAY DRIVES** where we will meet at a convenient location with ample parking, and take a scenic drive (maximum 90 minutes per drive or drive segment), and end at a lunch or dinner venue, winery, or other location. We often run these in conjunction with other Potomac events, including concours activities and PorscheFest at Summit Point, with these events serving as our destinations. We schedule multiple drives for spring scenery, fall foliage, and our last event in November involving literally hundreds of members enjoying a Sunday morning drive to the Morais Vineyard.

**OVERNIGHT TOURS** which will involve longer scenic drives with multiple stops and overnight stays at a hotel or inn. For this year, these events are planned to include:

- **The Virginia Highlands Tour to Hot Springs in Bath County** every July (a “driver’s drive”), a stay at a historic inn, a second day of driving, boisterous bluegrass music, and of course, food and adult beverages once everyone is done driving for the day. **(Tentative dates, July 23-25)**
- **The Lighthouse Tour** which combines visits to scenic lighthouses in Southern Maryland with a visit to the Patuxent River Naval Air Station and an overnight stay in Solomons with seafood on the menu. **(Tentative dates, June 11-13)**
- **The Central PA Swap Meet Tour**, which this year will involve a new venue for the famous central Pennsylvania Porsche-only swap meet, the Carlisle, PA fairgrounds. **(Tour scheduled April 30-May 2)**
- **The Charlottesville-Piedmont Tour** with an overnight stay at the Boars’ Head resort and visits to numerous wineries, breweries, and homes of Presidents. **(Tour scheduled Aug. 13-15)**
- **Simeone Museum Tour** (new event!), including a drive to





the famous Simeone Museum in Philadelphia, one of the great race car museums, with an overnight resort stay not far away. **(Tentatively scheduled for early October!)**

With various restrictions in place at this time around the region that involve group sizes as well as restaurant seating and spacing, we cannot guarantee everything will go exactly as planned or scheduled. But last year, with precautions in place such as virtual drivers' meetings, electronic event waivers, electronic availability of driving maps and rules for registrants, plus our ability to do nearly all events completely outdoors after August 1, we were able to conduct seven day-drives plus two overnight events. Over 350 people attended our shorter list of events last year (typically we host 500 people in a "normal" year), plus we had 40 volunteers to support our events.

"What does a volunteer for a Drive and Dine do?" you may ask. Well, each drive, depending on the number of cars involved, may include multiple run groups (say 10 cars per group), with lead vehicles (driver and navigator) in front of each run group and a sweeper vehicle (also with driver and navigator) at

the end of each run group. Each pair of lead/sweeper vehicles communicate with one another using two-way radios, making sure the groups are traveling safely together even with traffic signals, stop signs, railroad tracks, random farm vehicles, bicyclists, and stray country mammals along the way.

Those of you who volunteer instantly become members of the Drive and Dine Committee, are encouraged to consider what kind of events you might be interested in leading in the future, and thus you can fall further into the wonderful rabbit hole that is Drive and Dine.

All events for 2021 will be listed on the PCA Potomac website calendar. If you dig into the Drive & Dine section of the website, you will see all scheduled events listed with a status to indicate if registration is open, etc. Announcements and registration calls for Drive & Dine events will also be included in the weekly email blast to members. Registration will continue to be hosted on MotorSportReg.

We look forward to seeing you and your Porsche soon.



# AN APPRECIATION OF JULIAN STEYN

“Julian was a  
consummate  
lifelong  
motorsports  
enthusiast.”





A good friend of mine, and one of my first DE friends at that, Julian Steyn passed away suddenly in April, 2020. He was 88.

My first DE experience in my 1988 911 started out early on a Friday morning at Watkins Glen. This was before smart phones with navigation were available. I arrived in NY late the previous night and stayed in Horseheads. The following morning it took much longer than I expected to get from Horseheads to the Glen. Never having been to “the Glen” I ventured up and down the streets looking for a sign to the racetrack. None existed!

I was starting to run out of time. I didn’t want to be late to my first DE! I stopped at the Glen Motor Inn, parked and as I jumped out, I saw a black 944 in an otherwise empty parking lot. I dashed inside and asked for directions. They had a map that had been recopied many times but before he would give it to me, he asked “Are you a guest here?” I said, “No.” He said, “Maps are for guests only.” He told me to go up a street, turn here, go up a hill, turn there and go blah, blah, blah. Like I am going to remember all of that at 7 in the morning!

I thought to myself that the driver of that 944 I saw must be going to the track. So I quickly ran out and noticed the black 944 was just then pulling out of the parking lot and I watched as he sped up the main road. I quickly jumped into my 911 and took off after him as best as I could.

By this time, he was far ahead. He made a slight turn to the right by a Pizza Hut...up a hill he went. Trying to catch up to him was impossible, for this driver was hauling up the hill. Far ahead, he turned right at the light by the DOT equipment lot and proceeded to go full speed up yet another hill. I was rowing through my gears and was easily going 90 mph up that hill doing all I could to keep him in my sights. I never did catch up to him.

Later, after getting to know Julian I learned that this was his style. He timed his mornings so he could maximize sleep and then he kicked it into high gear all the way till he got through Tech. He was usually one of the last cars going through Tech before they closed.

After signing in at the main gate at the Glen, I found my way to the paddock. “What a circus,” I thought! The paddock was packed solid. Porsches were everywhere. I drove around and found one spot remaining where I could set up and dump my gear. As I pulled into the slot, there, next to me was that same black 944 I was chasing.

The driver of that black 944 was Julian Steyn. He was then in his 70s and what a dapper gentleman he was. His paddock setup included the usual tools, jack, bicycle pump (yes bicycle pump), an umbrella holding his front hood open and for a seating area, he had a small Persian rug laid out, behind which was a nice folding chair with some spy novel laying on the seat. I would later learn that he stayed calm as a cucumber by reading in between run sessions.

This was the beginning of a great friendship. I would learn much about Julian and his love affair with racing, cars, and especially Porsches. We would often caravan up to the Glen to attend the Potomac DE which we did until I started Club Racing.

To say Julian was a dyed in the wool racing enthusiast and Porsche-phile would be an understatement. Julian was a consummate lifelong motorsports enthusiast. He started by racing his very first dirt bike the same day he received it on his 16th birthday. He aspired to be a professional race car driver when he emigrated from Ireland to Canada. Instead, pursuit of a PhD in Nuclear Engineering took priority. Through the years he had various Porsche 914s, 911s and his 951 (it’s a turbo 951—not a 944 he once told me).

Julian had the 911 for about 10 years when his lovely wife, Stephanie, said to him, “Why did you buy that car for the next owner?” He had no idea what she meant. She said, “well, all you do is keep it in the garage. Why don’t you drive that thing like it was intended?” That’s when Julian started to attend DE events. He did so at the time when Mark Francis (yes, our OG Racing Mark Francis) and his father started to participate in DEs.

Looking back, my wife Denise and my son Max and I had many memorable times over dinner, birthdays, get-togethers, and DEs with Julian and his wife Stephanie. Before turning 80, Julian had told me that he is going to “retire” from DEs because he was now “beyond his ‘fresh by’ date!” I can only hope I can participate in track time till I reach my “fresh by date.”

We will miss you, Julian.

### **Julian’s Racing, Porsche and DE History** *as told by his wife*

- Received used motorcycle on his 16th birthday
- Entered and won a Trials competition the same day!
- That bike was traded in for a bike that was more suited to competitive riding
- While at university he entered a race every weekend; rebuilt bike every week to suit
- Received offers to ride professionally but felt it too dangerous
- Emigrated to Canada with the idea of going into auto racing
- Bought first Porsche in 1973—a brand new 914.
- It was followed by two more 914s
- In 1981 purchased first 911—a 1975 911.
- In 1985 purchased a brand new 911 Carrera Targa from the factory with a custom paint color- Platinum Diamond. “Goldilocks” is now awaiting a new owner.
- 1995 Joined PCA and began attending PCA DEs
- Bought 1996 951 as a dedicated track car. He tricked it out with a new crate motor, unbelievable boost (this car is also now for sale)
- “Retired” from DE in 2011—when he turned 80—(he figured Paul Newman did the same when he turned 80)

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# Different Kinds of Heroes

BY SAM BLACK

“What’s the appropriate kind of walker?” asks my wife’s son Nick.

“To do what?”

“To go out to the garage to look at the Carrera.”

The car has been in the garage, not because of the mild Washington winter, but because I’m in a half-year recovery from five hours of spine surgery. In September I was running up to 6 miles a day. Then one morning I woke up to excruciating, unrelenting back pain, out of the blue. Eventually I couldn’t even walk or stand up straight. I went quickly from driving a 6-speed manual to not being able to drive at all. Even if I could’ve climbed into the car, I wouldn’t have been able to climb out.

Now, post-surgery, I can walk slowly with a walker. “So,” asks Nick, “is there a Porsche brand of walker? After all, there’s Porsche-branded clothing and other fancy stuff. If you’re going out to commune with your car, maybe you should do it with something better than the used walker borrowed from the neighbors?”

---

NOW, HAVING SERVED TEMPORARY TIME  
AS A PHYSICALLY-CHALLENGED ADULT,  
I UNDERSTAND THAT WE HAVE A  
DIFFERENT GROUP OF HEROES AMONG  
US—CITIZENS WITH DISABILITIES  
WHO GO TO WORK 9-5, PAY THE RENT  
EACH MONTH, RAISE FAMILIES AND GO  
THROUGH LIFE WITHOUT COMPLAINING  
ABOUT THEIR PAIN. GIVEN THE TIMES,  
I ALSO HAVE TO MENTION OUR MEDICAL  
STAFFS, ESSENTIAL WORKERS  
AND FIRST RESPONDERS.

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Alas, there’s no Porsche-logoed walker on the market.

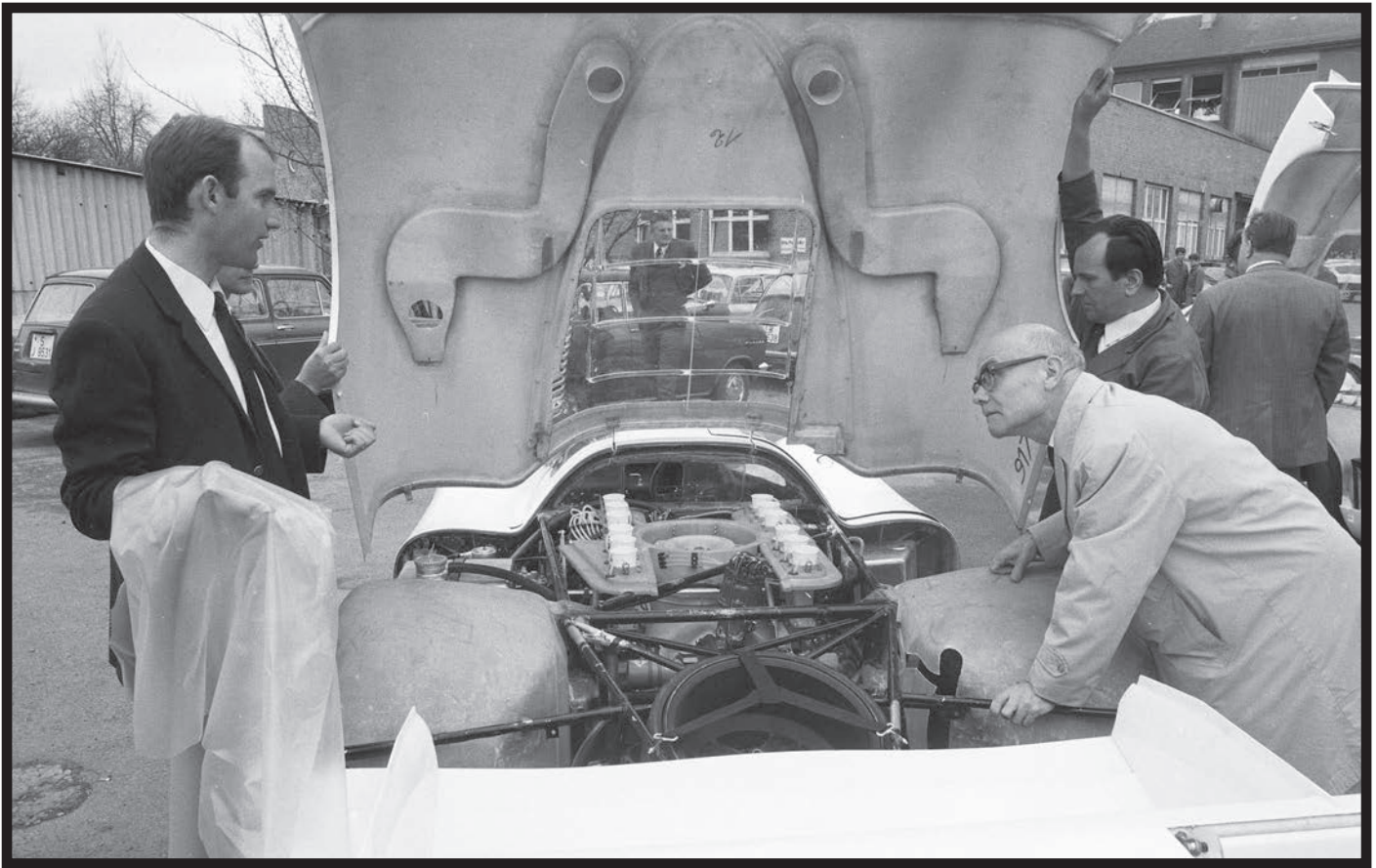
As the months passed, I realized at least one new thing from all this. My heroes in former days were mountain climbers, endurance athletes, and racing drivers such as Peter Gregg, who once offered me a volunteer pit crew slot. (I thought I couldn’t fit it into my work schedule—what was I thinking?) Now, having served temporary time as a physically-challenged adult, I understand that we have a different group of heroes among us—citizens with disabilities who go to work 9-5, pay the rent each month, raise families and go through life without complaining about their pain. Given the times, I also have to mention our medical staffs, essential

workers and first responders. That’s the lesson I’ve learned this winter.

And Nick did create a Porsche-labelled walker, Turbo model. Not for sale. **DV**







The victorious Porsche 936 crossing the finish line at Le Mans in 1977.



Ferdinand Piëch (left) next to the 917 LH Coupe, Porsche plant "Werk 1", 1969.



# MYTHOS LUFTGEKÜHLT

STORY BY STUART WIRTZ AND PHOTOS COURTESY OF PORSCHE AG

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Earlier this year, I wrote a **DER VORGÄNGER** article describing my wife's reaction to my relentless search for that perfect Porsche. That search continues. It seems you never find what you are looking for when it comes time to look.

My focus has been on the more modern era (read, water cooled). Lately though I've broadened my thinking. I've never owned an air-cooled (luftgekühlt) Porsche. I've ridden in several and driven a few. Maybe old cars just aren't for me. But I love 356s. And I think the most beautiful Porsche is a 993 Targa with those 2-piece 17 inch Targa-unique wheels.

Over the years, I've really enjoyed Panorama articles recording accounts of air-cooled Porsche owners making cross-country journeys. As recounted by a few authors, they encountered mechanical trouble, only for help to be rendered by a local PCA member, previously a stranger who now becomes a friend. After all, it's not just the cars, it's the people.

I've also read with envy as these same air-cooled owners describe a visceral driving experience with a literary elegance that rivals Charles Dickens. That air-cooled sound, the feel, narrating an encounter without which their lives wouldn't be as rich. The AC doesn't work well in Summer, nor the heat in Winter. There is a persistent smell of oil. The thought of a possible engine overhaul lingers. But none of it seems to matter, it's always the best of times, never the worst. I suspect you miss out on this period experience driving to Parade in a 991.

But air-cooled ownership just sounds like a lot of work to me. I watched Vu and Manny's Tech Tactics video on shopping for an air-cooled 911. They asked what type of person would look to buy a 964, and Vu answered, one either mechanically inclined or with a large check book. Well, I may have a little of both, but certainly an abundance of neither. Maybe I'm too practical. Maybe I've lost that sentimental longing for the past.

I do love history though, Porsche history in particular. I read every book I can on the matter, in English or German. With an understanding of the company and its cars, your car comes alive. It reveals a pedigree. Driving my Cayman S from Thornton Gap to Gooney Overlook on Skyline Drive I'd recall Professor Porsche competing in hillclimbs on the Semmering with race cars of his own design (exactly what he was doing when he learned by telegram that Ferry was born, by the way). You feel a connection; what the Professor learned that day may be part of your car today.

You don't have to have an air-cooled Porsche to share this experience with the past. In fact, air cooling was never

fundamental for Porsche. "The concept flowed from its practical application in the pre-war Beetle, and with the reputation of Professor Porsche's utility vehicles during the war, it became legend," revealed Ferdinand Piëch in his autobiography, cleverly titled *Auto.Biography*. Post-war, for the humble beginning of the 356 in 1948, there was no alternative. In 1964 when the 911 went on sale, Porsche never considered water cooling. As Hans Mezger explains in *Porsche and Me*, for "what we had in mind to do, there was no disadvantage for Porsche with an air-cooled engine. Water cooling just wasn't necessary." Piëch revealed further, "air cooling was no dogma for Porsche, neither for father, son, grandson, nor for the firm."

Practical considerations also gave rise to air cooling in the race cars, including the 917. Porsche was enjoying tremendous success in racing, but the cost was a dramatic budget item. Piëch explains how Carl Hahn, then sales director at VW, later CEO, entered into an agreement with Porsche. Porsche could continue its motorsport engagement under the direction of Piëch, and VW would undertake two-thirds of Porsche's entire motorsport budget, with no limit. The only condition—Porsche was to race exclusively with air-cooled engines. Then, in 1965, Porsche's racing success had a tremendous effect on the image of the joint Porsche-VW marketing effort, and VW was capitalizing on this success as the Beetle was breaking all sales records. According to Karl Ludvigsen in *Excellence was Expected*, the agreement lasted through 1972.

Piëch explained further, "...the contract with VW allowed Porsche to think in new dimensions, so in 1968 came the riskiest car in my life, the 917. We undertook gladly the technical effort to compensate for the disadvantages of air cooling."

Air cooling continued in the race breeds despite these "disadvantages," according to Mezger, largely because Porsche didn't need to change; we were winning. Until 1977. "We had come back to water cooling after Le Mans in 1977, when we had holed piston number 3 and the car (the 936) had won the race on 5 cylinders. It is a famous story, but it showed the engine was at its limit when we burned that piston." "I said we had to build a water-cooled cylinder head because we needed a 4-valve design." "As well as ourselves (in the motorsport department), by this time even the research people at Porsche had tried to make a 4-valve cylinder head with air cooling. But it was not successful."

So my Porsche search continues. For a slightly older, newer car (read water cooled), a car I can drive confidently without feeling it lacks fundamental Porsche DNA. **DV**



# I SEE THE LIGHT

BY TOM COYLE

## IMPROVISING, ADAPTING AND OVERCOMING, WHEN YOU WANT THAT BUILD OPTION, NO MATTER WHAT.

When you bought your last Porsche, unless you ordered it directly from Stuttgart with all the options you wanted (or could afford), you may have been frustrated with the one or two “big items” that did not come with your car. Whether it was interior color, wheels, fuse boxes covered in leather (\$380 on the 991.1 I think), you either just lived with it, or looked into adding it and decided it just wasn’t feasible.

My 991.1 S came with a great bunch of options and a Build Sheet entitled “The new 911 Carrera S”, with lots of nice options including an Electric Sunroof (\$651). I really wanted the ‘Sunroof in Glass’ to give the cabin a more open, spacious feel, but settled on this car as it was in perfect shape with 22,000 miles and one owner.

When it arrived from Ohio, it was even better than I thought... and that great color! As this is my third Guards Red 911 (a 2004 Turbo Cab and later a 993 Cab), I guess I’m a fan. Nevertheless, I could not get the idea out of my mind, that a moonroof would really be great.

Beginning last February, I started researching the possibility (unlikely in my mind) of somehow converting my sunroof to the Porsche glass moonroof. While the dimensions seemed the same, the questions I gradually came up with were:

1. Would the supporting tracks and motors in the car support the heavier glass roof?
2. Would I regret not having a sunshade—almost impossible to add to a car not built for it?
3. Where would I source a new, or like-new, Porsche glass top for a 991?
4. Would I need additional hardware or gaskets?

An early call to Tom Wood Porsche of Indianapolis where we had lived for a few years was discouraging. The Parts Manager informed me that my model year (2012.5), based on my VIN, did not even offer a glass top. Really? Additional research determined that the factory, just gearing up for production of





the then new 991 model, was not quite ready to offer the rather expensive glass top option. Just a few months later the 2013 model did offer that option.

As I continued my pursuit, I discovered that literally only one owner on the planet had posted, in 2016, on the Planet-9 Porsche forum, that he had successfully accomplished the swap-out and provided few details.

All attempts to track the gentleman down proved fruitless. I was not interested in buying an expensive new top part (\$680 in Feb 2019, with NO returns BTW), on the say-so of just one individual.

Time passed and some months later I happened to be speaking with a friend of mine at Porsche of Tysons, who told me that it was his opinion that the swap-out would not be a problem. As a former Porsche Tech, I valued his opinion. I called two or three other Porsche dealerships around the country and could get zero confirmation on this. One store seemed not even to understand what I was asking! I was disappointed to say the least, as these calls discouraged me from pursuing my idea.

Fast forward to this past summer when I resumed my research and found that the glass roof in question had gone from \$680 to \$1900. And that price didn't include the sunshade!

Some weeks later I randomly searched eBay, something I seldom do, and located a used Porsche glass top. I asked the vendor, who

specializes in hard-to-find exotic car parts in California, many, many questions and he patiently answered each one. He sent me several videos and numerous photos. He assured me that they send parts like this around the world and have their own in-house packing department.

Before pulling the trigger, I took a leap of faith in my own considered judgement: Why would Porsche design a roof opening in their "New" 911 Carrera to accommodate just one option? My answer: it wouldn't. Not only does Porsche offer the most expensive options known to man, they also make the largest profit per unit of any auto manufacturer in the world, and have for some years. This success comes by careful and efficient engineering across all model lines in my opinion.

I paid a very fair price and when it arrived, I was amazed at just how carefully the seller had packaged it—wow! He was probably as glad to sell this fairly unusual part, as I was to have it. After more calling around I located a wonderful independent garage in Merrifield, VA. They knocked out the removal and installation in short order. All the buttons work as they did with the sunroof, and the factory tint is just enough to keep out the hot sun but does allow for lots of light—my mission was accomplished. Who said it couldn't be done? **DV**

# NOVEMBER & DECEMBER NEW POTOMAC MEMBERS

## DAVID ADLER

2009 Cayman S  
from Brookeville  
transfer from  
Great Plains

## AZIN BEKHRAD

2011 911 Carrera  
4S Cabriolet  
from Washington

## JOHN BRIGHT

2004 911 Turbo Coupe  
from Alexandria

## JOHNSON BUI

2010 Cayman  
from Vienna

## JOSEPH BUTZ

2011 911 Carrera  
from Washington  
transfer from  
First Settlers

## BRIAN CAINE

2014 Boxster S  
from Potomac

## HIMEDES CHICAS

2021 Cayenne  
GTS Coupe  
from Silver Spring

## ADAM CHUGG

2006 Cayman S  
from Leesburg

## BRIAN MITCHELL CORIN

1973 911T Targa  
from Purcellville

## MICHAEL FRANCIS

## CANNEY

from Purcellville  
transfer from  
Everglades

## BRIAN COURVILLE

2016 Boxster GTS  
from Clarksburg

## GEOFFREY DAVIS

2015 911 Turbo S Coupe  
from McLean

## MICHAEL DERIAN

2002 911 Carrera  
Cabriolet  
from Takoma Park

## RICK DRIGGERS

2017 Cayenne  
from Alexandria

## BRENDEN DWYER

2018 Macan  
from Reston

## JOSE ESTRADA

2016 Cayenne S  
E-Hybrid  
from Alexandria

## AMER FAROOQ

2000 Boxster S  
from Rockville

## MARK FREEMAN

from Nokesville

## GNANAPRAGASAM

## GABRIEL

1975 911 Carrera  
2.7 (Euro)  
from Stafford

## EUGENE GAY

2001 Boxster S  
from Fredericksburg

## BRUCE GILLINGHAM

2006 Boxster  
from Alexandria

## EDWARD GOLDEN

1983 911 SC  
from Colesville

## FRANK GRIMES

1999 911 Carrera  
from Bentonville

## DAVID GUIDA

2011 911 Carrera GTS  
from Herndon

## RAJIV GUPTA

2017 911  
Carrera Coupe  
from Arlington

## JOHN HILDEBRAND

2015 Boxster S  
from Round Hill

## SEAN JOHNSTON

1990 911 Carrera 4  
from Burke

## DOMINICK JONES

2011 Panamera 4  
from Takoma Park

## JEFFREY JOSEPH

2006 911 Carrera  
4 Coupe  
from Washington

## BRIAN KANE

2012 Boxster  
from Arlington

## TOM KENNEDY

1984 911  
Carrera Targa  
from Arlington

## HERVE KOPCIAK

2009 Boxster  
from Ashburn

## ROGER KURRUS

2017 911  
Carrera Coupe  
from Aldie

## ALEXANDER LAMBIS

2014 Cayman  
from Silver Spring

## TRAVIS LANGSTER

2020 Taycan 4S  
from Mitchellville

## MATT LATYSZONEK

1976 912E  
from Alexandria

## ERIC LORIE

2020 911 Carrera S  
from Aldie

## KAELAN LUNDER

1984 944  
from Vienna

## IBSEN MORALES

2019 718 Boxster  
from Brambleton

## ROBERTA NOWAK

2011 Panamera  
from Frederick  
transfer from  
Las Vegas

## LARRY OLSON

2014 Cayman S  
from Dunkirk

## ERIC ORME

2021 911 Carrera  
from McLean

## MARCUS OWENS

2004 911 Carrera  
4S Cabriolet  
from Silver Spring

## NATHAN PASCAL

2016 Cayman S  
from Baltimore

## ERNEST PEIXOTTO

1970 914-6  
from Chantilly

## TYLER PEPIN

2013 911 Carrera S  
from Hyattsville

## ERIC RITZ

2003 911 Carrera  
from Alexandria

## JAMES ROSHANNON

1986 944 Turbo  
from Lovettsville

## ALEX RUTTENBERG

1986 911 Carrera  
from Alexandria

## FADY SAID

2015 Macan Turbo  
from Leesburg

## PHANNARITH SAIM

2020 Macan  
from Vienna

## FELIPE SARASOLA

2004 Boxster  
from Ashburn

## PATRICK SHANNON

1986 911 Carrera Targa  
from Chevy Chase

## KEVIN SMITH

2021 Cayenne  
from Midlothian

## SCOTT SMITH

2020 Macan  
from Alexandria

## DAANEN STRACHAN

1984 911 Carrera Targa  
from Washington

## DOUGLAS SULLIVAN

1980 911 SC Targa  
from Bristow

## DAVID WALTMAN

2020 Taycan 4S  
from Washington

## BETH WHITE

2014 Cayman S  
from Sterling

## CHRISTOPHER WYNES

2021 911 Turbo S  
Cabriolet  
from Arlington

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# PCA Potomac Anniversaries

DECEMBER  
2020  
JANUARY  
2021

## December

### 30 YEARS

John & Jeanne Bradley  
A & Shirley Buford  
Mark Meister

### 25 YEARS

Richard Carter  
Roger & Kim Stephens

### 20 YEARS

Richard & Shauna Colella  
Sreedhar & Preethi Krishnan  
John & Leslie Punzi  
Daniel Spear & Debbie Hawkins  
James & Ruth Tabb

### 15 YEARS

John & Debra Hallen  
Roger & Sheila Lenkin  
Hans Miller & Heather French  
Stephen & Tina Morris

Victor & Carol Padgett  
John Singley & Lynn Martin

### 10 YEARS

Javier Bu Soto & Alicia Villars  
David & Michael Erisman  
James Hogler & Sarah Hogler  
James & Maria-Nelly Johnson  
Dennis Shiflet

### 5 YEARS

Will Beale  
Bill Brohard  
Frank Carzo  
James Dennis  
Phil Gomez  
Thomas & Frances Schlemmer  
Peter Sheridan  
Dave Terranova

## January

### 45 YEARS

Peter Locker & Debra Roth

### 30 YEARS

Oliver & Fiona Ireland

### 25 YEARS

Jeffrey Lopata

### 20 YEARS

John & Charlene Truban

### 15 YEARS

Allen & Dawn Caskie  
Mason & Bonnie Cooper  
James & Deborah Hutton  
Michael & Samuel Stubbins

### 10 YEARS

Ramez & Ramsey Andrawis  
William Butler  
Douglas Charnas &  
Marianne Chaconas

Michael & Rosellen Del Principe  
George & Lissa Elliott  
Elzie & Marjorie Patterson  
Patrick Rhodes & Thomas Powell  
John Somiak & Donna Richards  
Jonathan & Timothy Van Hise

### 5 YEARS

Harald J. Breitenstein & Larry Straub  
Carl Ghattas  
Michael & Cale Jaffe  
Marie & John Leadmon  
Andrew McCabe  
James & Gina Moser  
Andrew Murphy  
Carl Porter  
Sanjiv Prakash  
Jeremy Thomas  
Ross Vincenti & Andrea Giacometti

## 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; do not resize or crop them before submission.

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# Elections, vaccinations, a new dealer, and aren't you lucky!

With each new year there comes that first time you have to write or type that year, and folks let me just say, writing 2021 sure feels surreal. Am I some sort of time traveler, propelled here from 1999? Yes, I think I am. But it's true, another year has blown by and it's a year part of me wishes to forget, but I know no part of me will. All of it of course, made worse by a prolonged pandemic, and a contentious, America splitting, election year. As I write this, there is a light in the tunnel offering hope of some normalcy.

Politically, we are primarily a two-party system but thankfully our club isn't as polarized between our air and water-cooled preferences. On that note, I would like to share something I think you should not only know, but feel fortunate about. The Porsche Club of America is a big club of 135,000 members, spread across all of the United States, Puerto Rico and Canada. It is geographically represented by 14 zones and over 140 regions. The club is generally operated along the same lines or format, and it attempts to offer its members similar experiences. As someone who has moved across both a zone and regional line, I can share that sometimes it feels like the similarities are only found in the logo. Sure, all members have a chance to attend the national events such as Parade and Treffen Tours, and anyone, even non-members, may attend Werks Reunions. Past these ties that bind us, one can find zones so vast, and regions so many, that the cohesiveness you as Potomac members enjoy, can be eroded so the club feels very different indeed. As a PCA member, I feel isolated here.

In fact, the way I am communicating with you right now, through **DER VORGÄNGER**, is a Potomac benefit, not a PCA club requirement. Not everyone enjoys a nice magazine arriving monthly. It has nothing to do with the membership dues you pay. Many magazines are only online and in many cases, I wouldn't even call what is online a magazine at all. Some just post things on their website and that is that. I haven't contributed to TobaccoRoads, the digital magazine of the massive Carolinas Region they describe as "...approximately 3000 members and affiliates. We are the 2nd largest region in Zone 3 and the 7<sup>th</sup> largest of all PCA regions. Additionally, the Carolinas Region is the largest geographical region in the PCA. Our region covers most of North and South Carolina. Because

## FUEL FOR THOUGHT

BY TOM NEEL

of our size, we are broken up into 7 'Areas' to better accommodate our size and geographic diversity. Each area is led by an Area Director and hosts a monthly meeting."

Though hampered, as all regions have been by the pandemic, the Carolinas region is not without events. But trust me, it feels a bit like doing things with distant cousins at best. There is a family feeling the Potomac region enjoys which I'm not sure you are aware of, but should be thankful for. Much of this has to do with regional size, but even more so with organizers and leadership in general. Except for one monthly meeting in my area down here, all have been done in a parking lot of a yacht club. Mind you, I'm living just north of Charlotte, NC, near Lake Norman. This, ladies and gentleman, is easily the racing hub of the east. Calling this NASCAR country is exactly like calling Nashville, Music Country. Just as Nashville churns out all types of music, the Carolina's have IMSA Champions Action Express Racing and Ligier Automotive three miles from my door, as is Pro Stock Drag Racing Champions Gray Motorsports. Penske Automotive runs both their NASCAR and Indy teams from here. By the way, the NASCAR facilities here will drop your jaw, and there isn't anything, any brand, any amount of automotive fabrication that can't be done here. Heck, Ken Block's Gymkhana 900HP F-150 Hoonitruck was built here.

I think you get my point. Please relish the fact that you have a very tight and active PCA community, with outstanding leadership. You have a great magazine, lots of ways to get together, make new friends, and enjoy Porsche life. You also have a newly opened Penske Porsche dealer, Porsche Chantilly, Virginia. Damn, it would have been just 30 minutes from where I used to live. Okay, time to get off my soap box! I hope to see you in 2021. **DV**



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