

DER VORGÄNGER

THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • 2.22



Radial Tire Co.
9101 Brookeville Rd. 301-585-2740

**UNLEASH YOUR
VEHICLE'S POTENTIAL
With the MICHELIN[®]
Pilot[®] Sport All Season 4**



**Radial
Tire Co.**

**MICHELIN[®]
Pilot[®] Sport All Season 4**

Ultimate All-Season Wet Grip

Ultimate All-Season Dry Grip

Winter Confidence

Mileage warranty: 45,000 miles. See warranty for details.

Standard Limited Warranty: 6 years



MICHELIN

About Radial Tire Co.

- ✓ Serving our customers for over 40 years
- ✓ Supporting the Porsche Club for over 30 years
- ✓ PCA Potomac discounts offered
- ✓ Road Race and Auto Cross tire specialist
- ✓ Stocking a complete line of race car tires
- ✓ High-performance tire specialist

301-585-2740 | 9101 Brookville Road | Silver Spring, Maryland 20910

radialtirecompany.com

DER VORGÄNGER

THE OFFICIAL MAGAZINE
OF THE FOUNDERS' REGION,
POTOMAC, PORSCHE CLUB
OF AMERICA, INC.

2.22 • VOLUME 68 NO. 2

PUBLISHER

Glenn Cowan
7600 Wisconsin Avenue, Suite 1010
Bethesda, MD 20814
dvpublisher@pcapotomac.org

CO-EDITORS

Glenn Cowan
Alan French
dveditor@pcapotomac.org

PHOTO & COPY EDITOR

Mia Walsh

DESIGN TEAM

Kyra D'Amato, Kelsy Hill, Truc Phan
dvdesigner@pcapotomac.org

CONTRIBUTING WRITERS

Alan French, Glenn Havinoviski

Articles, photos, letters and other contributions to **DER VORGÄNGER** should be sent to the editor by the 1st of month preceding the month of publication, to dveditor@pcapotomac.org. Please send digital images in their original sizes.

For questions about advertising rates and placement in **DER VORGÄNGER**, please contact Alan French at dvads@pcapotomac.org

DER VORGÄNGER

(ISSN 0199-0667) is published monthly by The Founders' Region, Potomac, Porsche Club of America at 4196 Merchant Plaza #223, Woodbridge, VA 22192. Periodicals postage paid at Bellmawr, NJ, and additional mailing offices. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$46 (includes \$3 for Der Vorgänger subscription). Postmaster: Send address changes to Der Vorgänger, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD, 20814. Statements appearing in Der Vorgänger are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. Copyright ©2022. All rights reserved. For information about commercial advertising and rates, contact the publisher listed above. Letters to the editor are welcome. They should be brief and may be edited for length. Please include a contact phone number for verification.

To subscribe, join the Porsche Club of America. Details at www.pca.org.

PCAPOTOMAC.ORG

UNDER THE BOOT

4

The Editor's Column

5

The President's Column

6

Club Officers and
Program Chairs

7

Potomac Events Calendar
and Club Announcements

8

Program Highlights

14

Potomac Holiday Party

16

A Blissfull Adventure in a
2002 C4S

19

A New DV Design Team

20

Macan's Fall Road Trip

22

Great-Grandad Uninvited to
Deutsche Marque

24

How Porsche Has Affected Me

26

New Potomac Members

27

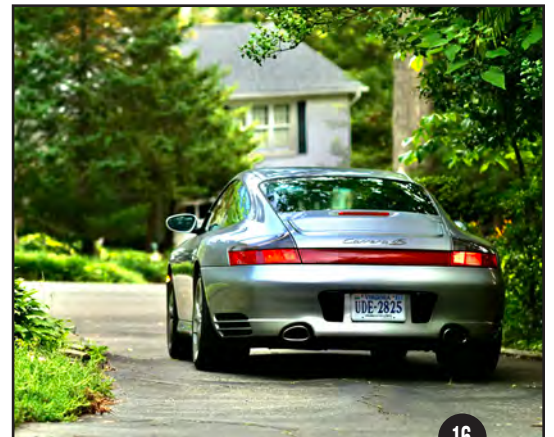
PCA Potomac Anniversaries

INSIDE BACK COVER

30 Years of Club Racing



8



16



22

COVER PHOTO: Harold Chen
2022 Porsche 718 Spyder
in Racing Yellow

SERVICING ALL EUROPEAN AND EXOTIC MAKES AND MODELS AT TWO LOCATIONS: ASHBURN AND TYSONS CORNER, VA



When you leave Intersport, you'll not only drive away in luxury and style, but with the confidence of knowing that your vehicle has been selected from the best and serviced by the best.

SERVICES WE OFFER:

- Motorsports and performance tuning to scheduled service
- Fully equipped and experienced with Porsche from vintage to current models
 - Pick up, delivery and loaner vehicles
 - Full detailing with paint correction
 - Climate-controlled long term vehicle storage
 - PCA Discounts



CHARLIE MURPHY & OMAR HILMI
PHONE: 703.242.8680 • FAX: 703.242.0358 • EMAIL: 0@intersportperformance.com
intersportperformance.com

Porsche Specialists for over 25 years



HIGH PERFORMANCE TUNING



**TRACK PREP
RACE SETUP / SUPPORT / SERVICE**



REPAIRS AND MAINTENANCE



When Winning Matters *24 Hours of
Daytona Winner*

8040 WASHINGTON BLVD. JESSUP, MD 20794 | 410.799.7223 | WWW.TPCRACING.COM

**Experience the
Porsche Difference.**

For over 30 years, our team of highly-trained experts have been at the ready for all of your Porsche needs.

We are proud to be recognized for our dedication as one of the 2021 Porsche Premier Dealerships in Customer Service. Contact us today to experience the difference for yourself.



— 2021 —
PREMIER
Porsche Dealer

Porsche Silver Spring
3141 Automobile Blvd
Silver Spring, MD 20904
301.847.2500
PorscheSilverSpring.com



At times like these, it's particularly important to know who services your Porsche.



PaoloRoman Design - 305.447.1781

ASG
Auto Sportsystems Group

SERVICE - REPAIR - HIGH PERFORMANCE
2810-F Dorr Avenue Fairfax, VA 22031
Tel: 703.876.2811 Fax: 703.876.9802
www.autosportsystems.net

All you need is love.. and a Porsche



Alan French
Co-Editor

February, named after an ancient Roman festival of purification, is here already. That means it's time for my annual bath, particularly with love in the air this month. Nothing says, "I love you" more, than warm soap suds, gentle sponging, rinsing, and buffing the beautiful curves of your Porsche.

When we tentatively pop our pandemic bubbles to join the human race again, Der Vorgänger will be there for you, advising of forthcoming attractions, giving you the heads up on gatherings of our oh-so-attractive Potomacans, and sharing your stories, images and achievements during the year.

Helping to showcase our wonderful club in 2022, we have three new volunteers on the DV team: Kyra D'Amato, Kelsy Hill and Truc Phan. All have seriously good graphic design skills, and a wide variety of Porsche

experiences between them. You'll see an introduction to the new team on page 19.

Another change we made for 2022 was to have the magazine printed at Winchester Printers, a local, family-owned business for over 130 years. This move should bring you a better-quality product, more consistently and with fewer postal delays.

We hope you enjoyed the special 60th Anniversary Edition. It was the first time we have published in January for 15 years. This is a direct result of the club doing more, and members contributing more content to DV. Last year we chose to increase our page count to 36 pages for the busiest months: something that may become the norm, every month this year!

Other changes waiting for the revs to match include; a regular Member Spotlight feature, new

regular columnists, members' car stories, and interviews with interesting people in our Potomac Region.

I'm excited by the influx of new volunteers into the program leadership teams. Passion, energy and fun could well exceed 11 on the dial this year. If you have yet to join us on an event, or have been lying low for a while, why not ease into participation by attending the friendly, casual brunch/ lunch, or jump right in and sign up for a driving event on road or track. Want to talk to someone first? – reach out to local program leaders; contact details can be found on page 6.

Browse the 2022 calendar for an event that grabs you and give your loved one, Porsche or partner, an opportunity to play with friends. DV



GET TRACK READY WITH P1 WINNERS!



*Introducing the Craftsman Race Team!
Winners of their class in the AER (American Endurance Racing) 14-hour 2020 final.*

From the team that put together a winning car, we're here to help YOU reach your performance goals. Our ASE-Certified Master Technicians are here to help you & your vehicle race to the top this year.

Car Club Discounts | Track Prep | Suspensions, Brakes, Upgrades & Tuning



5 LOCATIONS! Alexandria (703) 719-7606 | Chantilly (703) 646-8260
Fairfax (703) 272-3216 | McLean (703) 356-7730 | Merrifield (703) 646-8270

Call or schedule your appointment online 24/7!
(833)-CRAFTS1 | CraftsmanAutoCare.com

Viva la Horsepower!

1 hp vs 408. Beast vs. machine. My two favorite sports, competing with my horse and performance driving my 911 GT3, are often in direct competition for my weekends and wallet, but I can't imagine life without either one. Some people are surprised that I find room for both: "Horses are unpredictable!" "Race cars are dangerous!" But there are a lot of parallels.



Diane Sullenberger

When I compete with my quarter horse, Magic Lights, in cutting horse competitions, I ride into a herd of cows in an arena, separate a single cow from the herd, and keep it from running back to its buddies. It's about vision, balance, and situational awareness, as well as speed. Sound familiar, Drivers' Education folks?

Cutting and Autocross have a lot of similarities: Cutting involves explosive yet controlled

acceleration, decisive and well-timed turns, strategic positioning, and keeping the flow as fast as possible. Cutting is a day's worth of adrenaline packed into a run that lasts 2.5 minutes, after hours spent waiting for your slot and watching others navigate their runs, learning from their mistakes, and cheering their successes. Autocross is much the same: pulse-racing acceleration, braking, cornering, and quick transitions in a run of just a minute or two. Between runs, you work

the course, analyze other people's runs, and enjoy the camaraderie of fellow participants. Although a podium during a cutting competition earns you a check, sadly, Autocross does not, but Autocross does offer bragging rights and, for some, a coveted class award at season's end.

No matter its horsepower, learning how to be in sync with your ride and experiencing its full potential is the most satisfying feeling in the world. DV



Get outfitted for race day with the latest gear from your favorite brands.



**GO FAST.
STAY SAFE.**

Proud Sponsors of Porsche Club Racing for over 25 Years

ogracing.com
1.800.934.9112



Sterling VA

CLUB OFFICERS & CHAIRS

EXECUTIVE BOARD



PRESIDENT
Diane Sullenberger
president@pcapotomac.org



VICE PRESIDENT
Steve Bobbitt
vicepresident@pcapotomac.org



TREASURER
Stephen Kiraly
treasurer@pcapotomac.org



SECRETARY
Ed Hahn
secretary@pcapotomac.org



PAST PRESIDENT
Mia Walsh
pastpresident@pcapotomac.org

PROGRAM LEADERSHIP & VOLUNTEERS

AUTOCROSS
Jeff Braun & Bill Conley
autocross@pcapotomac.org

COMMUNITY SERVICE
Pat Kaunitz & Don Keppler
communityservice@pcapotomac.org

CONCOURS
Gary Sidell & John Klish
concours@pcapotomac.org

DRIVE & DINE
Glenn Havinoviski & Larry Finkel
driveanddine@pcapotomac.org

CLUB RACE
Donna Amico
clubrace@pcapotomac.org

Teen Driving School
Bill Dooley
streetsurvival@pcapotomac.org

DRIVERS' EDUCATION

Chairs
Bob Mulligan & Susan Kimmitt
dechair@pcapotomac.org

Instructor Development
Jay Smith
jaysmith@pcapotomac.org

Registrars
Chris Mantzuranis, David Evans
Henrik Ojikutu & Joceyln Lasher
deregistrar@pcapotomac.org

Track Registrar
Lara Peirce
trackregistrar@pcapotomac.org

Cashier
Roger McLeod, Jr.
decashier@pcapotomac.org

New Driver Ambassador
Michael Kaunitz & Jim Musgrave
driverambassador@pcapotomac.org

Tech Inspection
David DiQuollo, Daniel Salisbury
& John Vrankovich
tech@pcapotomac.org

Track Stewards
Tim Kearns, Steve Vetter
& Stephen Kiraly
tracksteward@pcapotomac.org

Chief instructors
Steve Wilson, Don Mattran,
Sean Reiche & Brian Walsh
chiefinstructor@pcapotomac.org

PorscheFest Coordinator
Michael Kaunitz
mkaunitz@pcapotomac.org

Track Coordinator
Jay Smith
trackrentals@pcapotomac.org

Women's HPDC
Colleen Reiche
colleen.reiche@pcapotomac.org

HISTORIANS
George Whitmore
& Fred Phelps
historian@pcapotomac.org

MEMBERSHIP
Colleen Reiche
membership@pcapotomac.org

SOCIAL
Beth White
social@pcapotomac.org

VOLUNTEER COORDINATOR
Ed Strawderman
volunteers@pcapotomac.org

LEGAL OFFICER
Gary Sidell
legal@pcapotomac.org

RALLY
Roland Pinto
rally@pcapotomac.org

SOCIAL MEDIA COORDINATOR
Bill Schwinn
socialmedia@pcapotomac.org

WEBMASTERS
Ron Flax & Ken Harwood
webmaster@pcapotomac.org

SAFETY
Dirk Dekker
safety@pcapotomac.org

SPONSORSHIPS
Bob Simmons
sponsor@pcapotomac.org

DER VORGÄNGER

Co-Editors
Glenn Cowan & Alan French
dvpublisher@pcapotomac.org

Advertising
Alan French
advertising@pcapotomac.org

Photo & Copy Editor
Mia Walsh
mia@pcapotomac.org

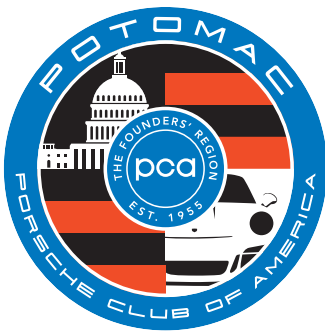
Design
Kyra D'Amato, Kelsy Hill
& Truc Phan
dvdesigner@pcapotomac.org

ZONE 2 REP

Phil Grandfield
zone2rep@pcapotomac.org

NATIONAL SAFETY

Dan Dazzo
safety@pca.org



2021 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.

FEBRUARY

5

Virginia Monthly Lunch
City Grille, Manassas, VA

19

Maryland Monthly Brunch
The Irish Inn, Glen Echo, MD

Sponsor & Volunteer Appreciation
Awards Banquet
Maggiano's, McLean, VA

MARCH

5

Virginia Monthly Lunch
City Grille, Manassas, VA

HPDE Instructor Refresh
Summit Point, Jefferson Circuit, WV

6

HPDC
Summit Point, Jefferson Circuit, WV

19

Maryland Monthly Brunch
The Irish Inn, Glen Echo, MD

Tech Inspection for HPDE
IMA Motorwerke
Chantilly, VA

25-27

HPDE
Summit Point Main, WV

CLUB

Announcements

CONGRATULATIONS!

John Grady and Karen Joslin celebrate an amazing 65 years of membership.

John and Karen are the longest, continuous serving members in the Potomac region. We thank them for their support and interest since 1957!

MORE CONGRATULATIONS!

Congratulations to our esteemed and Immediate Past President, Mia Walsh, on her appointment as the PCA National Drivers' Education Committee Chair.

BYLAWS CHANGES

The changes that were voted on, and approved at the December Open Board Meeting, must undergo further review by the PCA National Policy Committee. After the Policy Committee approves the changes, we will notify the membership, and then vote on the changes at the next regular or special meeting.

NEW ZONE 2 REPRESENTATIVE

Phil Grandfield was announced as our new Zone 2 Representative at the start of the year. The Potomac Region looks forward to working with Phil, whom many of us know from collaborating with the First Settlers Region, where Phil and his wife, Josie, are active members.

POTOMAC MONTHLY BRUNCHES & LUNCHESES

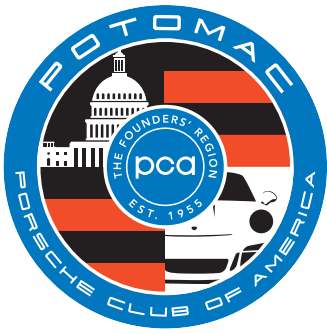
Potomac brunches and lunches are an excellent way to (a) have a tasty meal, and (b) make new Porsche friends or renew old friendships. Meetings are low-key with no agenda.

Virginia

First Saturday of each month, 11:30am
City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

Maryland

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



Potomac Program Highlights

COMMUNITY SERVICE



Paul Gunther LCO, USMC, with Potomac President, Diane Sullenberger, Tina Keppler and Community Service Chair, Don Keppler

Toys For Tots

**STORY BY PAT KAUNITZ, COMMUNITY SERVICE CHAIR
PHOTOS BY MIA WALSH**

The Community Service team had a busy end to the year! We closed 2021 with nearly \$45,000 in donations to community organizations, as well as coats, food, toys and direct outreach to teen drivers.

We hear quite frequently how grateful you all are to have your Porsches, aka the best toys we could ever dream of, so we thought it appropriate to hold a holiday TOY drive! The Toys for Tots donation drive was held in conjunction with the Holiday Party at Clyde's in December. The Marine Toys for Tots Program collects unwrapped toys each holiday season to distribute to children across the nation and we partnered with our local Montgomery County Maryland chapter.

They delivered six giant boxes to collect the toys and we filled them all! In addition, we passed along \$675 in cash donations to the chapter. Of course many of the toys were car themed - everything from a wooden race car trailer to Porsche lego set. Toys for Tots then sorted the toys in conjunction with the Holiday Giving Project of Montgomery County which maintains a list of families in need for holiday assistance with input from their network of social workers, school counselors, and other human service professionals. Once families were identified, trucks with the toys rolled out to deliver the toys to children across the county. Given the success of the toy drive, we look forward to partnering with them again in 2022 - maybe even adding a "sorting day" at their warehouse! DV

You can look forward to these (and more) public service activities for 2022.

- JAN/FEB** - Fund a Land Mine Detection Dog Campaign to benefit The Marshall Legacy Institute
- APR** - Pass the Hat for Sexual Assault Awareness Month to benefit The Erin Levitas Foundation
- JUN** - Pitt Race DE Pass the Hat to benefit Beaver County Meals on Wheels
- JUL** - Camp Porsche at Summit Point for local youth
 - Porschefest Charity Laps and Pass the Hat to benefit Jefferson County Meals on Wheels
- AUG** - Guest from the Charlotte Hall Veterans Home visit Patuxent Naval Air Station for Planes and Porsches
 - Food Drive at Charlottesville Drive & Dine Event to benefit the Blue Ridge Area Food Bank
- SEP** - Charity Auction and Laps at the Rock the Summit Club Race to benefit The Erin Levitas Foundation
- OCT** - Clean out the Garage Sports Equipment Drive at the Picnic to benefit Leveling the Playing Field
- NOV** - Coat Drive at the Morais Drive & Dine to benefit A Wider Circle and Pathways to Housing DC
- DEC** - Holiday Party Toy Drive to benefit Toys for Tots

Additionally, we will be running the Tire Rack Street Survival program and have been working to develop a Habitat for Humanity partnership.

If you are interested in assisting with any of these planned activities, contact Community Service Chairs Pat Kaunitz and Don Keppler at communityservice@pcapotomac.org



COMMUNITY SERVICE 2022

WINTER CAMPAIGN PARTNER



THE MARSHALL LEGACY INSTITUTE

Donate or check which team is WINNING!



LAND MINE DETECTION DOG PROGRAM

CAMPAIGN TO SPONSOR A DOG NAMED

"POTOMAC"!



FAQ

The Mine Detection Dog Partnership Program provides highly trained explosive-sniffing dogs to the neediest of countries, and trains local handlers to safely & effectively employ the lifesaving dogs. The program utilizes private donations to purchase, train, deliver dogs and ensure their ongoing quality of life.

Where are the dogs trained? - At either the Global Training Academy in Somerset, Texas or the Mine Detection Dog Center in Bosnia-Herzegovina. The dogs complete a rigorous 3-5 month training course where they learn to detect explosive odors commonly found in landmines.

Do the dogs really make a difference? - 49 million square meters of mine contaminated land has been returned to local populations at a rate 30x faster than manual deminers.

Have any dogs been hurt during operations? - Not one of MLI's dogs has been hurt during a clearance operation.

Where do the dogs go after retirement? - Nearly all of MLI's MDDs are adopted by their handlers upon retirement, as the dogs generally work with the same person for their entire working career and an incredibly deep bond develops. When this is not possible, MLI brings them to the United States and places them in loving homes.



\$25K
sponsors
one dog

DONATE by February 28th:
pcapotomac.org/dogfund

More events coming soon.
Reach out with any questions!
communityservice@pcapotomac.org
Chairs: Pat Kaunitz & Don Keppler

COMMUNITY SERVICE



Teens Tire Rack Street Survival Comes to Potomac

STORY BY BILL DOOLEY
PHOTOS BY MIA WALSH

Last year, over 5,000 teenagers died in motor vehicle crashes, the leading killer of American youths aged 16 to 19, accounting for more than 40 percent of fatalities in that age bracket. To reduce this number, the Tire Rack Street Survival program, a non-profit, national driver education program was developed. It aims to teach teens the skills they need to stay alive behind the wheel. The school provides trained and qualified in-car driving instructors as well as valuable classroom experience for each student.

Our first Tire Rack Street Survival (TRSS) course was held on the Washington Circuit at Summit Point Motorsports Park on October 20th, hosted by the PCA Potomac region,

It was an early start of a day, especially for the 32 teen students. It was one of the largest events in the Eastern region for the year. Registrations kept adding to the waitlist, even during the final week, which showed the popularity and need.

The positive attitudes of everyone from students, to volunteers, to parents, kept their in-car coaches challenged, entertained, and smiling. As with any PCA Potomac track event, our well trained instructors brought a noted improvement in students while keeping them safe. The coaching effort by the TRSS volunteer in-car coaches produced the most amazing improvement of car-control in one day I have seen since joining Potomac in 2014.

Parents and coaches witnessed the Tire Rack Street Survival program morphing timid or inexperienced teen drivers into confident, prepared and aware drivers with anticipation of

how to drive in control of their vehicles in less than ideal situations. Students who were cautious about car control upon arrival became much more confident throughout the day, while performing emergency lanes changes, panic stops, and getting familiar with the skid pad of the Washington circuit at Summit Point.

The TRSS classroom sessions, combined with emergency maneuvering driving techniques, were performed in safe and planned spaces as opposed to unexpected in actual traffic. The seat time experience delivered by instructors not only taught teens life-saving skills, but genuinely interested most to become more enthusiastic about driving in general. Kudos to the club - we may see some of the students back at an Autocross or HPDE in the future.

Thanks to the Potomac Autocross team for the use of all the trailer setup and cones. Only one cone was pronounced no longer fit for duty at the end of the day after almost a full lap of the afternoon circuit beneath a student's car.

While our president, Diane, and past-president, Mia, helped bring the program to PCA Potomac, and were onsite to help at the event, it was the enthusiasm and coordination of co-chairs Jeff Sander and Bill Dooley that brought TRSS to the finish line for Potomac. Stand-outs for the volunteer team included safety chair Dirk Dekker, course captain, Kevin Keaty, and Autocross trailer and equipment staging by Bill Calcagno.

The day was a victory for everyone, with TRSS national support from Rafael Garces, who delivered years of



A student takes her car through Tech Inspection for a safety check

experience in the four classroom sessions, and Jack Raymond, on loan from the BMW club for event operations. Thirty-six volunteers and in-car coaches collaborated to produce a stand-out and safe event. During the delicious lunch provided by Railside, Kurt Micklewait prepared and safely executed detonating not one, but four different types of airbags. This demo helped call attention to the velocity and impact of airbags, hopefully never to be experienced up-close.

We want to add TRSS to the Potomac annual roster of events. The enlightenment and education of teen drivers, especially in the tri-state area, could only be accomplished with the help of our Potomac volunteers, parents, and instructors. Please contact streetsurvival@pcapotomac.org if you are interested in getting more involved with TRSS for 2022 and help repeat the success and popularity of our inaugural event. DV



A happy student



Another happy student



Yet another happy student



Rafael Garces, TRSS National Instructor, teaches class at Summit Point



Students graduate from the Tire Rack Street Survival program at Summit Point Motorsports Park, WV

AUTOBAHN

SERVICE, INC.

porsche specialists

Over 1,200 cars serviced a year

- Full Service Shop - Factory Equipment
- New Car Maintenance
- Electronic System Diagnosis & Repair
- Engine & Transmission Rebuilding
- Performance Modifications
- 4-Wheel Alignment

24 Months Warranty

*Quality Work with an
Eye On Details*

*Free Transportation To
and from Metro*

30+ Years Experience

www.autobahnserviceinc.com



3158 A Spring Street • Fairfax, VA 22031 • (703) 691-1771

AUTO-THERAPY

Independent Service Facility for
PORSCHE, BMW and AUDI automobiles



From **STREET** to **TRACK** –
We Meet Your Automotive Needs

**CALL TODAY TO SCHEDULE YOUR
FREE TRACK INSPECTION !**

301-417-7111

<http://www.autotherapy.net>

8027-A Snouffer School Road, Gaithersburg, MD

Hours: Monday – Friday 8am – 6pm

Transportation Available To/From Shady Grove Metro

Various unit sizes available for sale now



Have fun with your car

DominionLux

A garage condominium adjacent to Dominion Raceway,
midway between Richmond & DC. Direct access to the 2
mile road course. Safe & secure storage for your car or
collection. Socialize with like minded car enthusiasts.

WWW.DominionLux.COM or call Dan Finocchiaro 703-623-8440



**PORSCHE
Audi
Volkswagen
SPECIALISTS**

*New and vintage car maintenance / repair
Engine / trans rebuilds and upgrades
Suspension and safety systems
Precision 4 wheel alignments
Full track preparation*

30+ years Porsche experience
20+ years racing experience

STAN FOX

8210 B. Cinder Bed Rd.
Lorton, VA 22079
5 minutes from Springfield Metro

t: 703.550.8240
f: 703.550.0069

www.rpm-performance.com

rpm@vacoxmail.com



Every box, emphatically checked.

Known for first-class car buying experience and much more. From our fast, friendly and convenient customer service to our cutting-edge facility. We understand the value of treating you like family. Come experience Porsche of Tysons Corner.

Porsche of Tysons Corner
8601 Westwood Center Drive
Vienna, VA 22182
PorscheTysonsCorner.com

©2020 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times.

SSI MOTORSPORTS

MAINTENANCE

REPAIRS

TRACK PREP



1735 E. Joppa Rd. Parkville, MD 21234 410.668.1100 WWW.SSIMOTORSPORTS.COM

SOCIAL



Potomac Ho
The Race Bar, Clyde's
Decemb
PHOTOS BY LAUREN TILTON, MIA WA



Mia, Bill and Steven smile nervously, praying that Bill's jacket doesn't electrocute them all

"Badges? We don't need no stinkin' badges!"
Sean, (Evan Close badge) & David, (Sean Reiche badge)

Bob and Susan get Clo



Mark (seated) is rumbled as he tries explaining the thermodynamics behind the higher evaporation rate of his drink compared to the others



Kenny's emotional support group hustles, as he tries to go without a cig
Photo by Kenny Kong

Holiday Party

of Chevy Chase, MD

October 2021

GLASH, ED HAHN & GLENN HAVINOVSKI



Anabelle, David and Victor in front of a Race Bar mural



Close (The real Evan Close)



Glenski and Nanski raise a glass



When Irish eyes are smiling... RUN!
Colleen, Brian, Steve & David



for more than 15 minutes



Diane & Lauren enjoy spending your Gift Cards



Barb & Lew show how to integrate
antlers into sartorial elegance



Carol and Sloan (or is it??)



A Blissful Adventure in a 2002 C4S

STORY AND PHOTOS BY ANDRES JORDAN

February 24th, 2021, 6:24PM.

The beginning of the famous golden hour for photographers. I am tempted to stop and take a picture of my new Porsche with the North Carolina Mountains in the background as I make my way to Asheville, NC. As a photographer, especially of cool cars, I am always looking for good backdrops. I choose not to stop as I am having way too much fun.

I sense the climb to Asheville will be unique. I can see the road up ahead and it is looking to be an epic one. Being now a mid-Atlantic flatlander, finding suitable opportunities to go canyon carving are hard to find. It's not like LA or SD or SFO, where canyons are available within a few minutes' drive. And, oh, how much fun they are. My heart will always and forever remain on the West Coast and those roads.

Traffic is light. The rolling steed is a 2002 C4S which I have just picked up in Atlanta and decided to drive back to DC. We all need adventures after an infamous 2020, right? It's my first all-wheel drive Porsche and while I have driven AWD's all my life, I am still learning the car and I am a bit apprehensive as to its handling. Yes, I had "tested" it on my way from Atlanta but mostly for stability at a speed which I will keep to myself.

As I approach the foothills, the first few esses are all mine. No traffic whatsoever. (It reminds me of that scene in the movie Bruce All Mighty, where the road is cleared for Jim Carrey's character in his Saleen hyper-car.) I continue to probe the 996's limits and feel more confident with the feel of the chassis. The turn-in is simply otherworldly thanks to the AWD. So much so

I need to catch myself so as not to turn into the road dividing barrier to my left. The feel of the car is so precise, so sure footed and, oh, so analog. I am on the mirrors constantly checking to make sure all is well behind me and don't have any followers. The distinctive hunches of the wider bodied C4S' are ever present on the mirrors and finish into what I believe is one of the best looking 911 rear-ends ever. And of course, there is that sound. The flat six sings its intoxicating melody resonating off the rock walls. Absolutely lovely.

With my confidence growing at every turn, I continue my push up the mountain. My heart rate is elevated, and I am fully in the present. What do they call it: mindfulness? Oh, I am there. The esses keep on coming and they are ever tighter. The traffic that I do encounter as I make it to the top, moves out of the way.

They know. The weather is perfect. The receding evening light is perfect. The car is perfect. It is pure bliss.

I thank The Universe as I know how fortunate I am and how extraordinarily rare these moments are. I dissect every detail in my mind in an effort to etch them into my memory banks. This passage will be another one of those happy places we all need to go to when life throws us curves of a different type.

The trip from Atlanta was proving to be an epic celebration filled with expected and unexpected surprises. The above was the most exhilarating for sure. The next two not so much but important learnings, nevertheless.

"The weather
is perfect.
The receding
evening light
is perfect.
The car is perfect.
It is pure bliss."



Never, ever go and buy a car you deeply desire without a buddy that can pull you back from the decision-making abyss that emotions can play in your brain. These emotions, starting with a "must have this car" can lead to clouded judgements. Two of which I fell prey to.

The first was not doing a PPI (Pre Purchase Inspection). Not doing so made me feel a bit apprehensive the entire time I was driving back home. I was confident in my inspection of the car, but you never know. I am not a master Porsche mechanic after all. Mind you, it's not because the owner may have not been transparent and trustworthy (he was). It's because on many occasions, they may not know themselves of underlying issues with their rides. I am excruciatingly demanding perfection in my cars and notice visual details that most don't.

At the end of the day, my decision was clouded. Not a good thing when you are spending lots of money on expensive toys. Fortunately, after doing a post-PPI with my buddies at ASG, the car was clean and did not have the serious issues typical of 996's. Yes, the motor mounts needed replacement (at 50K way too soon) and the bump stops, and strut bearings needed replacement. The latter due to the AWD system which adds weight to the front struts. Overall, it was a good buy and I saved myself from a potentially disastrous mistake. Aside from making us feel better about our purchase, PPIs are very important on two other counts; a) They can serve as a backstop against overconfidence and runaway emotions and b) they are an important piece of the negotiating process which I regret not having in the final negotiation for the C4S.

The final and most important emotionally induced oversight remains, however. Here it goes. The best for last, right?

After deciding to buy the car, I had asked my wife to make sure it would be insured the moment I took delivery. Prior to my trip, I had checked with the insurance company as to what

was required of me. Simple. I just needed to inform them when I was to take delivery of the car, which I had. We were covered with our umbrella policy, we were told.

I took off from Atlanta and decided to go west and eventually connect with 81 north. No way in hell I was going to come up sketchy 95 north. Yeah, I put more miles on it, but the "smiles per mile" sure made up for them. During one of the many fuel and food stops (avg. 20MPG) on 81 (beautiful ride, felt I was in Switzerland a couple of times) I decided to ring up my wife to make sure all was ok with the insurance. That clouded judgement thing had not properly cleared that task in my mind.

As I was ready to depart the McDonald's after one of the stops, I got a frantic call from my wife. She had checked. The car was not insured! It turns out that the person I had spoken to was a new employee and he did not know that I needed to call my collector's car insurance directly.

I had ridden from Atlanta, through Chattanooga, through Knoxville rush hour traffic and a couple of stop and go accidents (where I got to test the clutch) without insurance. Yeah, a bit unsettling, right? And a close call indeed. Right then and there, in that McDonald's parking lot, I parked away from everything and everybody and called Hagerty. Within a few minutes I was done and had what I needed to continue. Kudos to Hagerty; their customer service was superb, and they were very sympathetic to my urgent need to get the car insured.

It was an amazing adventure full of fun, privilege, luck, and packed with fantastic experiences. One to be repeated for sure. Next time I will do the same but this time it will be cross country. Yep, the first order of business will be the PPI's and the insurance. Then I will spend a few days canyon carving before heading east. DV



PCA members make a difference in their community!

Every year across Porsche Club of America, members are making a difference with many amazing, heartwarming, and thoughtful acts of kindness. PCA is continually collecting stories of member's community contributions, and publishing articles for all to read in an effort to highlight what our club is doing and inspire other regions to help in their own way.

READ ALL OF THE HEART-WARMING MEMBER STORIES:
www.pca.org/members-making-difference

OR SUBMIT YOUR REGION'S CONTRIBUTION:
www.pca.org/contact-members-making-difference



PORSCHE CLUB OF AMERICA

Financing your home can be tough.
 We're here to get you on the right track!

McLEAN
 MORTGAGE CORPORATION

Brooks Hunt
 Mortgage Advisor
 (703) 371-8644 | BrooksHunt.com
brooks@mcleanmortgage.com
 NMLS ID #2019304
 McLean Mortgage Corporation | NMLS ID #99665

WE COME TO YOUR HOME OR OFFICE AND CONVENIENTLY DETAIL YOUR CAR.

REFLECTIONS
 AUTO SALON

CALL US TO KEEP YOUR CAR LOOKING GREAT!
571-233-7984
www.ReflectionsAutoSalon.com

Car Sweater®
 High-Tech tailored car cover

REDEFINING PROTECTION

Call us today toll free at 844-844-9846
www.auto-tailors.com

NEW VOLUNTEER DESIGNERS JOIN DV

DER VORGÄNGER magazine welcomes three new member volunteers to the design team for 2022. We are blessed to be able to engage their combined skills in art, design, and marketing in both print and digital publishing.



Kyra D'Amato

Kyra is a Graphic Designer who grew up in Columbia, MD, recently moving to Baltimore. She participates in a variety of car enthusiast events, including Hunt Valley and Annapolis Cars & Coffee, Autocross, and occasional racing at Summit Point. Kyra and her husband, Tim, joined PCA this past year when they bought a project 914 that had been abandoned in someone's backyard. Currently in the bodywork and restoration phase, the 914 isn't much to look at, but Kyra and her husband enjoy putting in the little bit of time each week to bring the car back to its former glory. With a great fondness for station wagons, Kyra's dream Porsche would be the new Taycan GTS sport turismo. When not hanging out in the garage, Kyra enjoys going out with friends, sampling the finest beers at the local breweries, and going on hikes with her Italian Greyhound, Morty.



Kelsy Hill

Kelsy is an all-around auto enthusiast, a serial entrepreneur and a bit of a modern gypsy, splitting her time between Florida (her home base) and Virginia (her other home base and endurance race team's HQ), with stops around the world to assist her clients with their strategic branding and corporate growth. Additionally, Kelsy is a partner in the apparel company blipshift and in 2021 opened the doors of Raglan Motors, specializing in the restoration and conversion of vintage vehicles to electric. While anxiously awaiting approval of her 718 GT4RS build sheet, Kelsy is fortunate to be able to dip into a variety of Porsches to choose from when in Virginia with a beautifully restored 964 being her favorite to drive. But her ultimate Porsche to own would definitely be a 356 speedster; after all without the 356, there is no Porsche. Perhaps best known as number one dog mom to Winston McBeefin, an olde English bulldog, she and "the big beef" can be found trackside at PCA HPDE and Club Racing events enjoying all that life at the track has to offer.



Truc Phan

Truc (pronounced "True") joined PCA Potomac in 2020 and is a Porsche enthusiast who drives a Cayenne S. The proud mother of two kids, Madison (6) and Maximus (3), and three dogs, Milo, Miso, and Coco. Truc enjoys driving them around in both comfort and style near her hometown of Ashburn, VA. She has designed graphics in support of government contracting for over 15 years and has an affinity for delicious food and sporty cars. Along with being an animal lover, she considers herself environmentally friendly, which is why her dream car is the Porsche Taycan Turbo S. The 2021 Holiday Party was the first PCA Potomac event she attended and she eagerly awaits future PCA events. During her spare time, she enjoys visiting local museums, wineries (red wine is her favorite), and breweries (another hazy IPA, please). She is very excited to join the team with two other very talented designers.



Lincoln Bridge, West Woodstock, VT

MACAN'S FALL ROAD TRIP

STORY AND PHOTOS BY TOM & BETTY LOGGIA

Betty and I had been talking periodically about how we have been in the COVID bubble for way too long and missed our semi-annual vacations. We felt that we needed to do something soon to relieve the lethargy we were experiencing. Since air travel with its potential restrictions and health problems was not going to be an option, we felt that an extended road trip in the Macan was the perfect solution. After some discussion we decided to visit our grandson in Burlington, Vermont. Visiting him has been on our "Bucket-List" for two years since he started his freshman year at the University of Vermont.

With a destination decided upon, we put together a list of places to visit on the way to Vermont and on the way back home to Maryland. The list came together fairly easily. By looking at several maps and tour guides we got from AAA we came up with the places to visit on our way to Burlington and our return home.

Our trip started on a Sunday to see "Falling Water" in Mill Run, Pennsylvania, designed and built by Frank Lloyd Wright. On Monday, with a personal guided tour, we walked the grounds, saw each room of the main house and guest house. After the tour we were treated to a private three-course brunch. The house and the grounds lived up to its reputation and the brunch surpassed our expectations.

On our way to our next destination, Lake George in New York state, we visited the United Airlines Flight 93 memorial. The memorial is located on a pastoral

setting where the plane crashed on 9/11. I wished we had more time to walk the grounds; maybe next time.

Travelling to Lake George reminds me to look at the speedometer more often. In one of the small towns in up-state New York, a local deputy sheriff pointed out to me that I was doing twice the speed limit leaving town. Fortunately, everything turned out OK. Our accommodations in Lake George had a lovely view of the lake and convinced us to take a boat trip around the lake. The town turned out to be the opposite of the sleepy small village we expected because it was hosting a motorcycle convention. The east coast version of Sturgis, South Dakota.

After leaving New York, we entered Vermont. Whenever someone mentions Vermont, I immediately think of two things, Ben and Jerry's (B&J) ice cream and covered bridges (CBs). It is said that Vermont is currently home to more than 100 covered bridges, boasting more covered bridges per square mile than any other state. Vermont, according to Wikipedia, has 117 CBs. Pennsylvania, with 219 covered bridges, about 150 of which still are in use, has the most. It was a no-brainer that when we decided to go to Vermont, we would indulge in availing ourselves to as much B&J ice cream as possible and drive through as many covered bridges that were conveniently located.

Our visit to Vermont included a three-day stay in Burlington, followed by three days in Woodstock and ending with two days in Bennington. In the eight days we spent in Vermont, we crossed over 18 covered bridges and had ice cream more times than I would like to count. Unfortunately, the B&J ice cream factory,

near Burlington, was undergoing renovation so we did not see the ice cream making process. However, our visit was not a total loss since we were able to get our quota of breakfast ice cream, on site, at the factory.

On the way to Woodstock, we stopped to see some red barns located on Jenne Farm that our AAA guide book said to be New England's most photographed farm. Photographs of the farm have appeared in numerous magazines and also served as a setting for the movie Forrest Gump.

In downtown Woodstock, we took a walk over the Ottauquechee River on Middle Bridge, then past some of Woodstock's most beautiful homes. The bridge is said to be one of the most-photographed covered bridges in New England making it a "must visit" New England Covered Bridge.

Another Woodstock gem is the Taftsville bridge. It was built in 1836 and overlooks the hydroelectric dam on the Ottauquechee River. The bridge is the second longest and third oldest bridge in Vermont. It is a good example of the iconic "red covered bridge" and is a tourist favorite.

Tom and the Macan were trying to take a break in between traffic at the Lincoln bridge, which was built in 1877 and is supposed to be a good example of a "wooden Pratt truss bridge", whatever that is. Wikipedia has a good write up about the bridge and its construction. It amazed me how often cars were crossing, in both directions, over these bridges.

Two more favorites were the Cornish-Windsor covered bridge and the Chiselville covered bridge in Sunderland, Vermont. The Cornish-Windsor bridge was built in 1886, and it connected "dry" Windsor, Vermont to "wet" Cornish, New Hampshire. Up until 2008, at 449 feet long, was the longest covered bridge in the United States. The bridge, because of its length and the privacy it offered earned it the popular nickname of the "kissing bridge".

The second favorite bridge was the Chiselville covered bridge, which got my attention because of its signage (ONE DOLLAR FINE, FOR DRIVING FASTER THAN A WALK ON THIS BRIDGE) and its contrasting green roof. It is located forty feet above the water. Once known as High Bridge, it survived the flood of 1927. This span has been known to inspire vertigo.

We ended our road trip by stopping in Caldwell, New Jersey, to visit our nephew and his family before heading home to Darnestown, Maryland. The Macan proved itself over and over again to be the proper vehicle to take on an extended road trip. It provided a comfortable means of transportation and navigated the 1700 miles of backroads and inter-state highways without a complaint. **DV**



Frank Lloyd Wright's Falling Water



Ice Cream at Ben and Jerry's



The Cornish-Windsor Bridge, crosses the Connecticut River between Cornish, NH, and Windsor, VT



The Chiselville Bridge, Sunderland, VT

Great-Grandad Uninvited to The Deutsche Marque Concours



"It was a weekend
of weekends!"

STORY AND PHOTOS BY MIKAEL SEVEREID

To paraphrase a line from the HBO series and book, Band of Brothers: 'It was a weekend of weekends!'

Drove "Pmpkin" 300 miles on Saturday, September 18th to a PA Swap Meet and thought as a lark, it might be novel/fun to take "Red" to Sunday's all-German marque concours down at Occoquan; with a dim hope of a People's Choice Award. The old dear is far from the lofty cleanliness level of any of the cars viewed on the lawn, irrespective of make/model.

But soldier on we did, only to be denied a place on the lawn as "Red" was considered neither 'fish nor fowl'. In a resolute protest, the PCA window badge was duly pointed out and, more importantly, this was the only car at the event that was actually designed by the good Doctor Ferdinand Porsche himself, whereby, the rest of the Stuttgart Tribe were created in the hands of son, "Ferry", Grandson, "Butzi", then the Weissach boys and girls onward from there.



The Family Gathering



Meet the Grandparents under Ferry's watch...



The Grandchildren from Weissach origins...



Poor Great-Grandad was relegated to the back lot...



But interestingly enough, the old boy garnered more on-lookers, smiles, thumbs up and outright glee all afternoon long than many of the other cars....

Of course, congratulations are in order to all who volunteered, participated irrespective of placement/award recognition and maybe for next year, we should consider inviting all the Type One Great-Grandads too!!!

This writer still cannot quite get his head around Hagerty's price guide for a pristine Type 1 Bug is now over – are you sitting down?- \$30,000 and an excellent one over \$20,000! A long way from when my dad bought his first bug for about \$200.... gone are the days...

So, if you see Great-Grandad, aka "Red" on the road, give the old boy a wave, a thumbs up, a flash of lights or a toot on the horn in passing. Interestingly, on the way out when a friendly wave was made to more modern "family" members coming into the park, "Red" was duly dismissed and ignored... Some call that elder neglect! **DV**



HOW PORSCHE HAS AFFECTED ME

STORY AND PHOTOS BY ALAN J. CUTLER

As a little kid around seven years old, my father's friend took me for a ride in his new light-yellow Porsche 911. It was the first Porsche I had ever ridden in, and the things I remember about that car were the Porsche badges, the stick shift, and the sound of the high revving engine. From that point on I recognized that unique high revving engine sound whenever a Porsche drove by.

In late June of 1985, before any of my children were born, I called the local Porsche dealer in Rockville and he arranged a test drive in a white Porsche 944. A 911 was out of my price range but driving this "affordable" Porsche made it clear it was a far superior car to my Camaro in terms of fit and finish, performance, handling, the way it looked and any other metric you could compare cars on. I knew the Porsche 944 was the car I wanted, but just the wrong color as I wanted Silver/Gray.

About a week later I received a call from the Porsche salesman. He told me a silver/gray 1985 ½ Porsche 944 had come in.

I RUSHED OVER TO THE DEALERSHIP, TOOK ONE LOOK AT THE CAR, AND BOUGHT IT.

I loved everything about my new Porsche, how it handled, how it performed, how it shifted, and the way it looked. It became my second car the following year, so I only took it out on nice days.

When my children were little kids, I gave them each a ride in my Porsche which as adults today they still remember. See the photo of my son, at 8 years old, sitting in my Porsche in 2003 at the track.

I held on to my Porsche until 2006 and sold it with only 25,000 miles on it. In the ensuing years, after buying vans and family cars I always missed my first Porsche.

By early 2020, with my children grown up, I decided it was time to buy another Porsche. I test drove a 2020 Porsche Cayman S, and really liked it despite its 4-cylinder engine which I thought sounded just okay. Then COVID hit so I put the Porsche purchase on hold, much to my dismay.

By January 2021 it was time to buy a Porsche. Time has a way of changing things, and in late 2020 Porsche introduced a new Cayman GTS with a naturally aspirated 4 liter 6-cylinder engine. I knew without any doubt the GTS was the model I wanted - I just needed to test drive one.

However, with COVID slowing down the Porsche factories, there was only one GTS in the area to test drive. So, I drove down to Virginia and test drove a black 2021 Boxster GTS 4.0. Even though it was a Boxster, and I wanted a Cayman, the test drive told me all I needed to know about the 4 liter 6-cylinder engine, and the PASM suspension.

Porsche of the Main Line in Pennsylvania was the only dealership who could get me an allocation, so I ordered my Porsche at that dealership in January. In May, my son drove me to the dealership and when I first laid eyes on my GT Silver Porsche Cayman GTS 4.0, which was bathed in sunlight, it looked fantastic. I later let my son drive my new car because I taught him how to drive and trust his driving abilities. I know I have put the Porsche bug in my son's head.



MY NEW PORSCHE IS FAR SUPERIOR TO ANY OTHER CAR I HAVE OWNED.

Even my 1985 Porsche 944. I love the way it looks, the way it accelerates, the way it handles, and the glorious sound of the 6-cylinder engine as it winds up. I enjoy every mile I drive in it. I only listen to music when I am at a stoplight because the sound of the engine is so mesmerizing to me.

Below, my son, now 26-years-old, sits in my new Porsche Cayman GTS. **DV**



**DECEMBER
2021**



New Potomacans

SCOTT ACKERMAN

1984 911 Carrera Targa
from Mt Airy

GREG ALONSO

2016 Macan Turbo
from Chantilly

CHRISTOPHER BRODEN

2019 911 Turbo S
from Middletown

LAMAR BROWN

1992 968
from Oxon Hill

JUSTIN BYRD

2020 911 Carrera S Cabriolet
from Leesburg

KIRBY CALVARIO

2007 Cayman
from Ashburn

CAIT CHESSNOE

2014 Cayenne GTS
from Fairfax Station

NEAL CORWELL

2007 911 Carrera S
from Clear Springs

LUIGI CRESPO

2002 Boxster
from Frederick

TIM D'AMATO

1975 914 2.0
from Baltimore
Transfer from Chesapeake

OLIVER DEIGHTON

1998 Boxster
from Vienna

WILLIAM EASTMAN

2003 911 Turbo
from Gaithersburg

LUIS EGUIGUREN

2001 911 Carrera Cabriolet
from Alexandria

EDGAR FERRER

2015 911 Carrera
from Alexandria

NEAL GAITHER

2018 911 Carrera S Cabriolet
from Winchester

JEREMY HAWKS

2022 Taycan
from Cabin John

BRIAN HEISLER

1983 911 SC Targa
from Manassas

ROBERT HICKS

2013 911 Carrera Cabriolet
from Clifton

CRAIG HUBBARD

2005 Boxster
from Falls Church

CRESTON IRBY

2018 718 Cayman
from Haymarket

RAPHAEL KOZOLCHYK

2003 911 Carrera Cabriolet
from Washington

MICHAEL MCCOMMAS

2015 911 Targa 4S
from Vienna

BRIAN PHAM

2010 Cayman S
from Gaithersburg

JEAN-GUILLAUME POULAIN

2014 911 Carrera
from Bethesda

VINCENT ROCK

1990 911 Carrera 4
from Germantown
Transfer from Chesapeake

TIMOTHY SCHUR

2022 Cayenne S
from Potomac

DON SCHWARZROCK

2006 911 Carrera
from Fredericksburg

JOHN SCIORTINO

2017 911 Carrera
from Kensington

DOUGLAS SCOTT

2003 911 Carrera Cabriolet
from Manassas

DMITRY SOKOLOWSKI

1989 944 Turbo
from Bethesda

TIMOTHY TIGNOR

2022 718 Cayman GTS 4.0
from Reston

JUSTIN VARLEY

2015 Cayman S
from Martinsburg

ERIK WARD

2015 911 Turbo Cabriolet
from Purcellville

MICHAEL WOLK

1976 911S
from Fairfax Station

JORDAN WRIGHT

2012 911 Turbo S
from Mclean

NEW MEMBERS = 35



PCA Potomac Anniversaries

**JANUARY
2022**

65 YEARS

John Grady & Karen G. Joslin

45 YEARS

Ellen & Katie Burchill

35 YEARS

Carl-Henrik & Ulla-Britt Andersson

Ronald & Anne Cannizzaro

Jon & Ann Marie Kaufmann

25 YEARS

Roland & Alice Frenck

Amelia Neam & Larry Litteral

George & Maureen Williams

20 YEARS

Peter & Gabriela D. Holiat

John & Lisa Maxvill

Larry & Andrea Palsha

Theodore & Sharon Whitehouse

15 YEARS

Barbara & Lewis Azzinaro

Mark Barondes

Ted Britt & Mike Ahn

Gregory & Cynthia Keith

Barry & Saralyn Neff

Joseph & Matt Wasilewski

10 YEARS

Charles Hosier

Scott Pankiewicz & Jane Miller-Pankiewicz

Sarath & Ann Seneviratne

5 YEARS

Satish Chauhan

Maurice & Faye Giguere

Gerard Goeke

Alan & Nancy Keller

Andrew Kreiner

George Krivo

Jeff Lester

Craig & Donna Morgan

Peter & Eve O'Toole

Ryan Stokes & Jocelyn Lasher

DER VORGÄNGER

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

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

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

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

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

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

ADVERTISERS' INDEX

Auto-Tailors	18
Auto-Therapy	12
Autobahn	12
Auto Sportsystems Group	3
BlueRidge Motorwerks	28
Craftsman Auto Care	4
Dominion Lux	12
Grenier Law	28
Intersport	2
McLean Mortgage Corp.	18
OG Racing	5
PCA National	18
Porsche Silver Spring	3
Porsche Tysons Corner	13
Radial Tire Company	IFC
Reflections Auto Salon	18
RPM	12
SSI	13
TPC	3



Blue Ridge Motorwerks

Rally Builds and Restoration Services



Restoration Services



Inquiries and Estimates:

(703) 622-0574

info@blueridgemotorwerks.com

GRENIER LAW GROUP. PRECISE HANDLING, TURBOCHARGED AND INCREDIBLY RESPONSIVE.



If you need the services of the best personal injury lawyer around, look no further than Peter Grenier and Grenier Law Group.

Peter has been named "Washington's Hottest Personal Injury Lawyer" by Washingtonian Magazine and has also been honored by the National Law Journal for achieving one of the top 100 largest annual verdicts awarded in the US — this among numerous accolades for his work over the years.

For a free consultation, contact Peter at **202-768-9600** or via email at pgrenier@grenierlawgroup.com. As his clients will readily testify, Peter is absolutely driven to get results. www.grenierlawgroup.com



PLLC

Peter Grenier. "Washington's Hottest Personal Injury Lawyer"



30 Years

The More Things Change, The More...

STORY BY ALAN FRIEDMAN

As I was prepping my car for the 30th anniversary Potomac Club Race this past September ('21), I got to thinking about the whole 30 years: we must be closing in on 900 events - assuming 100 entries per event that's 9,000+ entries, with at least two races per entry per event that's 18,000 race starts and checkered flags, thousands of Workers Choice awards....

I also ruminated on that first year - 1992 - with 4 races: Second Creek, Summit Point, Pocono, and Lime Rock. While I was heavily involved with all four host Regions, being a Potomac member put me a bit closer to the Region executive committee and their planning efforts. At one point they let me know that they still had "concerns" and would I be willing to meet with the owner of Summit Point, Bill Scott, to discuss what we, PCA National, were doing? I agreed of course.

I knew Bill well from years of Potomac DE at Summit. I think Potomac Region was one of the track's biggest customers, and I had also bent his ear frequently when I began vintage racing in the late 80's. Bill, a European Formula V Champion, had owned and operated Summit Point since the 1980s, and was a polite, thoughtful, and deeply racing oriented individual. So one Saturday morning I met Potomac's first Club Race Chairman, Jim Loftis, at Bill's house for coffee. I had all my Club Race viewgraphs and stuff, but since it was Bill, I just started with a few sentence summary. He stopped me after about the third sentence, thought for moment, then looked at me and said "This is no-brainer, let's do it". A major endorsement...

I totally enjoyed myself at the 30th anniversary of Potomac's 1992 inaugural Club Race. Between a couple of sessions, I had a chance to contemplate all the years and all the evolutions that have occurred in Club Racing since the summer of '92. The more I thought about it, the more I realized that in many ways, 2021 was not that different from 1992. Here are ten things I believe have endured and will continue into the future:

1. Summit Point - still a wonderful track! Because of Club Racing, I have now driven at, or officiated at, just about every road racing facility in the U.S. and Canada. I still rank Summit Point at, or near the top in terms of the things that matter to me as a racer. It's a challenging and rewarding two miles, with great speed and flow, still looks like a race track rather than an armco/concrete jungle, and presents truly classic passing opportunities.

2. PCA DE programs - the training ground. The Club Racing population is overwhelmingly rooted in DE where we get the quality seat time, the quality early instruction, and where we get our "10,000 hours" of seat time to train our subconscious to do most of the very quick reaction driving stuff. This allows

us to think during a race about strategy/tactics, how the car is behaving, "managing the situations" as they occur. Potomac's DE program has been large and very active going back to the 70's when I started.

3. Comraderie - still a key ingredient - it's the people! So many good relationships, great conversations, new folks to meet and hang with every time I go to a Club Race.

4. Hybrid organization. National Club Racing assures consistency to the racer through Regional event teams helping with local plans and logistics. It still works for me to see that handful of people with National shirts, roving the pits, giving the key talks, being a presence and providing unbiased monitoring.

5. National rules and emphasis - with penalties - on clean/safe/skillful racing. Sure we have lots more technical rules, more classes, etc. but I think these work and the backbone of the rules is still clean/safe/skillful racing.

6. A place for all Porsches - at least those with two doors and of the more sporting variety, and those of every Porsche era. Certainly the field in 1992 looked a bit like the Vintage group in 2021, but the fields today are wonderfully rich with the full range of Porsche models.

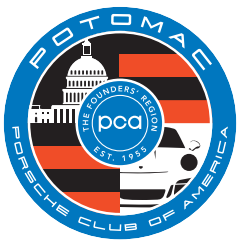
7. Plenty of entry level Porsche models to add another Porsche to the garage to just prepare and race. In '92 it was mostly 944's, but Boxsters and Caymans have clearly bulked up the grids as superb race cars that add to the great racing at every Club Race!

8. Conservative finances for Regions and National. Since I do both vintage and PCA racing, I have the sense from entry fees and the size of the fields that there is still enough flexibility for the Regions and National Club Racing to meet the financial needs of each event and the overall program.

9. Keystone awards that emphasize participation, preparation, and skill. I still get a tingle when I hear the Worker's Choice awards announced. When that started it was sort of a pain for the Steward to solicit/collect votes from the Corner Workers, but boy did they enjoy it, and it rapidly became a notable fixture...

10. It is still sports car racing - right!? Regardless of car/class/track, the experience has all of the "rush" elements of racing: speed, opportunity, disappointment, satisfaction, of course a hint of danger, reward for skill and concentration ...

Many thanks to everyone in Potomac for stepping up in 1992, and for working each year to make this event an annual milestone. And a huge thanks to all the other Regions and their Club Race event teams, National committee and race event teams, Club Racing personnel, and Club Racers! - You've done great for 30 years - keep it up! DV



Porsche Club of America
Potomac, The Founders' Region
4196 Merchant Plaza
P.O. Box 223
Woodbridge, VA 22192

PRST STD
US Postage Paid
Permit No. 339
Winchester, VA.

JOIN PCA

Membership entitles you to receive **DER VORGÄNGER** and 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 Drivers' Education with free Tech Inspection for members, Concours, Drive n' Dine, Autocross, Rallies and other social events.

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

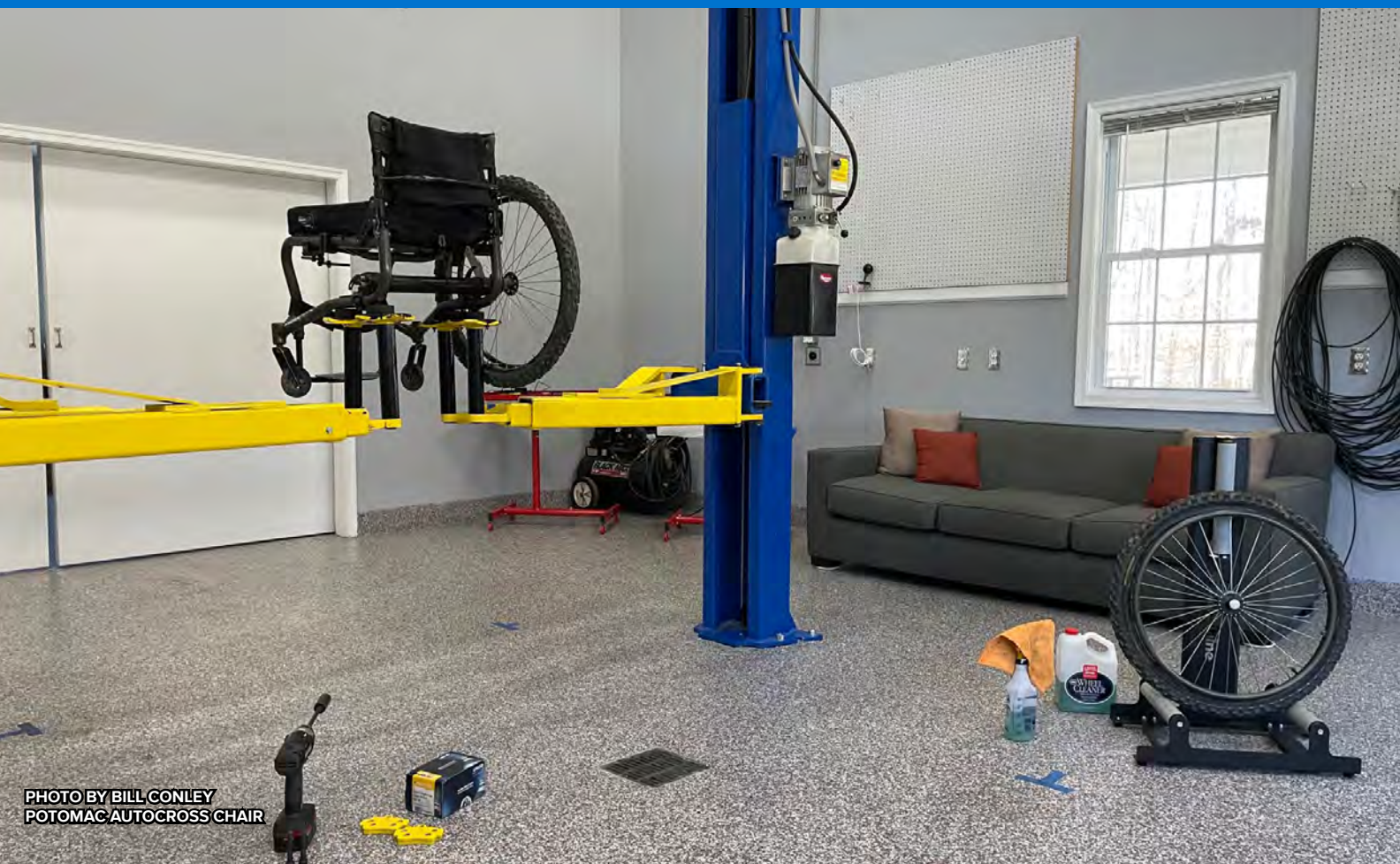


PHOTO BY BILL CONLEY
POTOMAC AUTOCROSS CHAIR