

# DER VORGÄNGER

THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • 1.22



*Anniversary Edition*

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# DER VORGÄNGER

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

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#### PUBLISHER

Glenn Cowan  
7600 Wisconsin Avenue, Suite 1010  
Bethesda, MD 20814  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)

#### CO-EDITORS

Glenn Cowan  
Alan French  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

#### PHOTO & COPY EDITOR

Mia Walsh

#### DESIGN TEAM

Kyra D'Amato, Kelsy Hill, Truc Phan  
[dvdesigner@pcapotomac.org](mailto: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](mailto: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](mailto:dvads@pcapotomac.org)

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[PCAPOTOMAC.ORG](http://PCAPOTOMAC.ORG)

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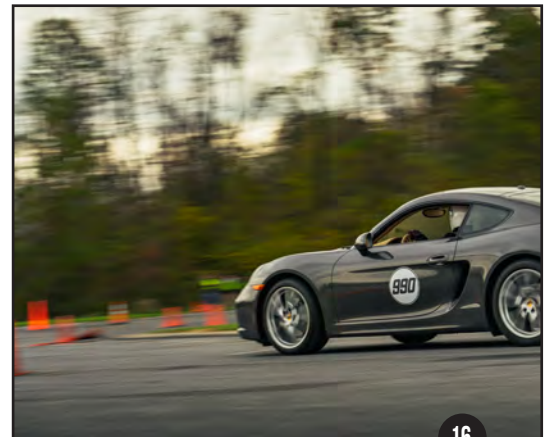
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COVER DESIGN: By Kelsy Hill

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# Time Flies Like a Porsche



Glenn Cowan  
Co-Editor

This January 2022 edition of **DER VORGÄNGER** marks 60 years of publishing under this (given false starts on spelling) name. I am old enough (just) to remember something of 1962 but thought it helpful to place that date in time by remembering what was then compared to what is now.

The 1962 Porsche 356B with its 88 horsepower air cooled engine sold 5700 copies priced at about \$4,000 (you can pick one up today for \$500,000 – maybe). That year Fiat sold 957,000 cars in the US - Chevy sold two million.

John Glenn orbited the Earth. The Russians put nuclear tipped missiles in Cuba. A dozen eggs cost 31 cents. Johnny Carson started sleep deprivation. James Meredith broke the color barrier at the University of Mississippi. The first Wal-Mart opened. The Beatles premiered. Marilyn Monroe died. The Vietnam war was still nine

years in my future. My first Porsche was 24 years away - I still miss that 924 Turbo – but not that much!

As I read the first issue of the slightly misspelled DV I am most taken by how similar it is to the issue you are reading. Forget the typewriter look print face or the mimeograph style printing, the content is remarkably recognizable!

- Monthly meeting at Arnold's Hofbrau
- NASCAR driver as speaker
- WinterWanderland Rally "... over good roads."
- 100 miles at a "favorable" speed
- please send us photographs of events (sound familiar?)
- announcement of regular columns - they wanted to try Letters to Editor, as we have to no avail!

- description of what sounds like Club Racing
- For Sale: 1955 1600N mostly rebuilt red speedster: SI700

If you have a few moments take a look – it's available in the Members Only section of the PCA Potomac website.

It is one of my fondest hopes that 60 years from now a DV Editor will be composing the 120th Anniversary edition while flying their Porsche convertible (land, sea, air) and thinking the words directly to each member's cerebral cortex for later consideration.

Until then, have a great New Year. We look forward to seeing you and your earth bound cars "out there".

DV



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# Don't Lift!

Let's start the New Year by saying HAPPY 60th ANNIVERSARY, Der Vorgänger, you are a jewel in Potomac's crown! Thank you, Glenn Cowan, Alan French, and Mia Walsh for devoting time each month to create an enduring member benefit.

As I start the first full year of my term as President, I look back on the whirlwind that was 2021, and am grateful for everyone's grace, as it was my first year on the Board. I am relieved by the widespread uptake of masks, Covid-19 vaccines, and booster shots, which allowed us to return to in-person social events. I am thankful for everyone's diligence in observing pandemic protocol and acting with an abundance of caution.

In addition to participating in as many Potomac events as I could squeeze in last year, some of the highlights were getting to know

people who make the most of their membership in Potomac. For example, I fondly remember meeting Lew Azzinaro and Lou Bartolo at one of our Maryland brunches and sharing our enthusiasm about club activities with a group of new members, including Steve and Terry Gransback, who purchased their 2019 Boxster GTS in late 2020, and who went on to participate in PorscheFest, Drive and Dine, social events, and more.

It is equally rewarding to celebrate Potomac member anniversaries each month in DV. Like Porsches themselves, PCA Potomac membership has legs, and each month we celebrate a 50-year anniversary and other major milestones!

The club had a busy 2021, planning, organizing, and running over 70 events in our region. Similar events are planned for 2022,

with new ones on the horizon:

- Potomac Region Dinner at Porsche Parade in the Poconos in June
- Technical demos
- Ad hoc social events
- A membership campaign to increase awareness of PCA
- A campaign to grow and nurture PCA Juniors and PCA Kids at Parade

With more than 4,200 members, the possibilities to serve our membership are endless. But as a volunteer organization, our dedicated Program Chairs and Leadership need more people to contribute time and energy to help us with our ever-expanding activities. Please let me know at [president@pcapotomac.org](mailto:president@pcapotomac.org) what you are most interested in.

Eyes up, don't lift, let's keep the momentum going! DV



Diane Sullenberger



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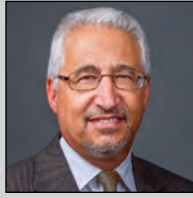
## EXECUTIVE BOARD



**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,  
Henrik Ojikutu & David Evans  
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

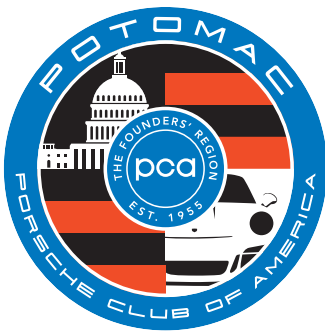
## ZONE 2 REP

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](http://pcapotomac.org) for further information and the most up-to-date information.

## JANUARY

1

Virginia Monthly Lunch  
City Grille, Manassas, VA

15

Maryland Monthly Brunch  
The Irish Inn, Glen Echo, MD

## FEBRUARY

5

Virginia Monthly Lunch  
City Grille, Manassas, VA

19

Maryland Monthly Brunch  
The Irish Inn, Glen Echo, MD

Awards Banquet  
Maggiano's, McLean, VA

# CLUB Announcements

## CONGRATULATIONS

Daniel Veronica on 35 years of membership!

## THANK YOU

The club sends its gratitude to all the outgoing chairs and leadership for 2021, and particularly to Past President, David Dean, for rejoining the Executive Board as Vice President in February 2021

## EXECUTIVE COMMITTEE

Following elections at the December 2021 Open Board Meeting, the new 2022 Executive Committee was confirmed. Congratulations and thank you to our 2022 Leadership Team!

President: Diane Sullenberger

Vice President: Steve Bobbitt

Secretary: Ed Hahn

Treasurer: Stephen Kiraly

Past President: Mia Walsh

## NEW PROGRAM LEADERSHIP

Thank you to the new volunteers that stepped forward to take on leadership roles:

Community Service: Pat Kaunitz, Chair, & Don Kepler, Vice Chair

Concours: Gary Sidell, Chair, & John Klish, Vice Chair

Der Vorgänger Co-Editor: Alan French

Drive and Dine: Larry Finkel, Vice Chair

Membership: Colleen Reiche, Chair

Rally: Roland Pinto, Chair

Social: Beth White, Chair

Volunteer Coordinator: Ed Strawderman

## POTOMAC MONTHLY BRUNCHES & LUNCHES

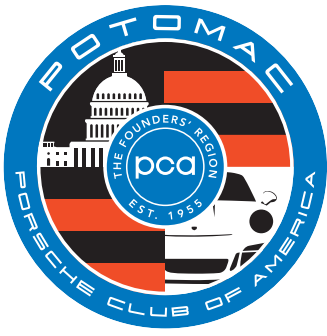
Potomac brunches and lunches are an excellent way to (a) have a tasty meal, and (b) make new Porsche friends or renew old friendships. Meetings are low-key with no agenda.

### 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

## DRIVE AND DINE



## A Perfect Menu For The Virginia Fall Drive

November 2021

**STORY BY DORY THOMAS**  
**PHOTOS BY BETH WHITE & GLENN HAVINOVSKI**

Fifty-seven Porsche owners and their guests met in the Walmart in Leesburg on November 7th for the PCA Virginia Fall Drive. The day was sunny and mild, warmer than usual for November, and the foliage was coming to its peak, throwing red, orange and gold brilliance all around us.

Our drive was designed and led by Larry Finkel with an assist from Beth, his wife, and Glenn & Nancie Havinovski. The assemblage divided into three driving groups, with a volunteer Lead and Sweep for each group. The first leg of our journey included some 30 miles of scenic country roads full of twists and turns from Leesburg to Marshall, where we stopped at our first destination: Field & Main restaurant, which ranks among the top 100 restaurants in Northern Virginia; they did not disappoint!

Our group filled the entire restaurant and enjoyed a farm to table, five-course luncheon that included butternut squash soup, brussels sprouts with pork belly, shrimp & grits, skirt steak, and finally a large chocolate-chip-cookie-brownie





Porsche only parking at the Sunset Hills Vineyard, Purcellville, VA

concoction with ice cream and house made marshmallow! As if that wasn't enough, many of us headed across the street to the Red Truck Rural Bakery, which is on Conde Nast's list of Top 13 Destination Bakeries, for more sweets to take home.

The second leg of the journey meandered over some excellent driving roads through beautiful horse country to our final destination, Sunset Hills Vineyard in Purcellville, VA. Mike Canney, the owner, and a member of PCA Potomac himself, treated us to a private wine tasting in his barn, as well as a very informative presentation by his sommelier, Dave Parker. Dave taught us how to properly taste wine and recommended choosing wine based not on the protein of the meal, but rather on the gravy or sauce, which is more complex. Mike himself fielded questions from the group on subjects as wide ranging as how he obtains new vines to how he chooses his blends each year. He taught us how many grapes are produced per acre, how many barrels of wine are produced by that acre, and how many bottles of wine result from each barrel – something we part time wine connoisseurs rarely think of when drinking our “patio pounders” on the weekends! Mike gave interested folks a tour of the operation, as well as his private and diverse antique vehicle collection, to include an antique John Deere tractor!

As day grew to dusk, several folks meandered into the beautiful main tasting room, a historic, 1870's era barn restored by Master Amish carpenters. Some wandered back to their cars (parked lake front draped in the glow of a gorgeous fall evening sunset), for the drive home, while others stood on the barn's upper deck and waved goodbye to good friends, and the end of a delightful day. Thank you to everyone who volunteered to make the Fall Drive such a great experience! DV



Larry and Beth Finkel get participants organized into drive groups at the rally point in Leesburg



Tucking into some excellent fare at the Field & Main restaurant in Marshall, VA



DRIVE AND DINE



# The Closer at Morais Winery

November 2021

STORY BY GLENN HAVINOVISKI

PHOTOS BY MICHAEL COPPERTHITE & GLENN HAVINOVISKI

After all the DE's, HPDCs, autocrosses, drive and dines, rallies, and Club Race, there remained one driving event in 2021. So, on November 21, over 140 people in some 70+ cars met at Intersport in Ashburn and in six drive groups, began their 80 minute (or so) scenic drive across the Loudoun and Fauquier County fall-scape to Bealeton, home of the Morais Vineyard and Winery.

The Morais event is the most heavily attended Drive and Dine event - and the one that gathers attendees from all the different aspects of PCA Potomac life. With 26 volunteers (including 12 driver and navigator pairs, plus 2 alternates who provided additional radios to our group) serving as group leads and sweeps, the drivers remained largely on route and arrived safely. As usual, the parking lot at Morais provided one of the premier shows of working Porsches, ranging from a 356 to Macans and Taycans, with Porsches of every era and drivetrain in between, along with the usual interloper with a Ferrari.....

Morais, in addition to its winemaking apparatus, cellars, and animal collections, contains an expanded collection of fine automobiles, ranging from the familiar classic Porsches and 60s muscle cars to a new annex that contains what must be the largest collection of Citroens in one place outside France.

This year at Morais, the upstairs was again open and the gang of hundreds enjoyed bottles, flights, and glasses of wine,

along with food from the crab cake van downstairs. Club luminaries such as President Diane Sullenberger, former President David Dean, and Secretary Steve Bobbitt were there as well as past, present, and future Drive and Dine leaders such as Chair emeritus Ken Harwood, current Chair Glenn Havinovski, outgoing Vice-Chair Alan French (now **DER VORGÄNGER**), and our incoming Vice-Chair Larry Finkel.

In the parking lot was a bright blue PCA Potomac tent where a Coat Drive was conducted, led by our new Community Service chairs Pat Kaunitz and Don Keppler, who hit the ground running with an amazingly successful event. Expect to see more collaborations between the Community Service team and our event leaders for future activities as PCA Potomac gives back to the communities we serve (and visit).

With another Drive and Dine season in the books that included over 600 registrants for our day drives and overnight events, Glenn and Nancie Havinovski want to thank the army of volunteers who helped this year's Morais Drive:

Mike and Jackie Peters, Antonio Conceicao and his guest navigator, LeRoy and Marilyn Mills, Larry and Beth Finkel, Larry Mauch and Beth White, Steve Kaye and Dory Thomas, John and Marylou Whisler, Steven and Lonnie Pera, Rob Mariani and Meghan Snide, Alan French and Sarah Cameron, Chris and Ellie Bowen, Jim and Gina Moser. **DV**





Potomacans were welcomed into the beautiful tasting room for wine flights and food options



A rare shot of Pat talking.. for a good cause



Surely the largest collection of Citroens at any winery in Virginia



Walter Kaunitz, new PCA Junior



Something old, new, borrowed (maybe) and blue



# DER VORGÄNGER

## FIRST AMONG EQUALS



1962



1964



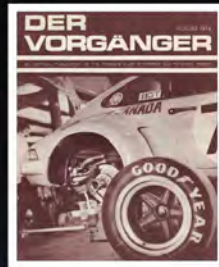
1965



1967



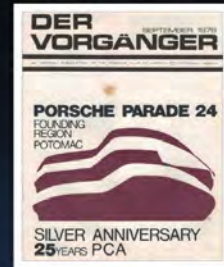
1971



1974



1976



1978



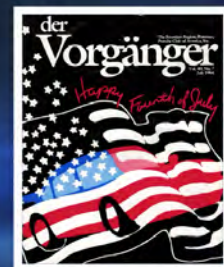
1990



1991



1992



1994



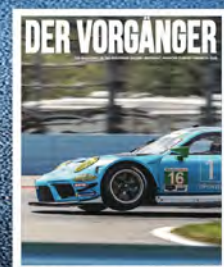
2009



2018



2019



2021



# 60 YEARS OF DER VORGÄNGER

## Sightseeing in the Archives

STORY BY ALAN FRENCH, CO-EDITOR

REFERENCES BY GEORGE WHITMORE AND FRED PHELPS, HISTORIANS

GRAPHICS BY TRUC PHAN

This month, January 2022, Der Vorgänger turns 60. We thought we should celebrate.

**HOORAY! HURRA! EVVIVA!**

So what are we celebrating, exactly?

Let's start with a little contention to get our competitive folks emotional. The Porsche Club of America (PCA) started in the Washington DC area in 1954. It was incorporated in DC in August 1955, the date you'll see on PCA National branding, with Potomac as the Founding Region. Later, it became known as the Founders' Region after being chartered in Virginia. In short, we were here first, and we like others to know that.

With its growing local membership, the Founders' Region needed a method to get the word out to its local members about local issues. The first attempt started in 1957 with a news letter that gained a formal name of "The Bulletin" in May 1959.

The club leadership was four people, including the Secretary, responsible for producing the 8-1/2 x 14 mimeograph (ask a baby-boomer) and distributing the Bulletin to members about club dues, the event calendar, and eventually, commentary on past events, cars, and Porsche dealerships. Notices were hand-typed and delivered by hand to most members. Club events in the mid 50's were autocrosses, rallies, SCCA racing and weekly socializing. Membership grew to more than 100 by 1960.

In January 1962, the Potomac Region launched a new design of newsletter called "Der Vorgänger". The new design had a very

different publication style, with photographs, diagrams, and artists impressions. It took several months to get the spelling and punctuation correct in the old Saxon script cover title. As Potomac Historian, George Whitmore notes, the first edition was misspelled "Der Borgänger", and while promptly noticed, it took several issues to be corrected. I like to think that the new Editor, Bob Newbrough, was messing with members, particularly those with acute German language skills, as he migrated the spelling each month to the tune of Elgar's Enigma Variations.

Loosely, the English translation of Der Vorgänger is the Forerunner, Predecessor, or Ancestor. The name reflected the founding nature of our PCA region. (Remember, we were here first, and we like others to know that.)

By March '62, Der Vorgänger was being mailed to over 200 Potomac members. Nationally, PCA was over 5,000 strong, split over 26 regions. (Today, Potomac has 2,825 primary members, and nationally, over 135,000 in 145 regions.)

We owe our club historians a debt of gratitude for their painstaking research in finding almost all copies of our newsletters and digitizing them for members to read online at our Potomac website. When I first delved into the archives, I loved reading about what happened at race meetings, the fun they had on rallies, and the different venues that autocross once had the privilege of using. DV in the 60's had features such as new model launch reviews, short technical tips, cars/ parts and accessories wanted/ for sale, letters to the editor and a Dealer Service Ranking based on member reviews and ratings.

Der Vorgänger won the national newsletter award three times during the 70s under three different Editorial teams and has received runner up awards a few times since.

As publishing technology advanced, so did the presentation of DV. In the early '80s, local companies started advertising and contributing financially to the cost of the print and distribution. Some of those same advertisers are still supporting us today.

There have been 35 different editorial teams over the past 60 years. Until the mid-80s, it was common to change the editors every year. The full list of editors will be posted on the website soon.

### PANORAMA

The PCA National magazine, Panorama, was first published in December 1955 with the support of the Potomac region. It was a small but perfectly formed publication, designed to fit in the front compartment (glove box) of a 356.

The longest serving editors includes our very own Glenn Cowan, who tops the list with an impressive 87 issues under his editorship. Commenting on his experience as the longest serving DV Editor to date, Glenn said "This was clearly a two-person job. The first years Michael Sherman and I worked out a division of labor that worked for us and DV. I solicited stories and photographs and he laid them out and managed production. After Michael retired, I worked solo with much assistance from a cadre of writers and photographers including Tom Neel, Syd Butler, Mia Walsh, and Glenn Havinoviski. A couple of years ago Alan French joined as a sometime writer, advisor, editor, and advertising manager and now has taken on the duties as co-editor allowing me to concentrate on content. Potomac is fortunate to have Alan in this role and I look forward to continuing our partnership in 2022."

We caught up with Mark Francis, whom many know from Club Racing, HPDE and his work at OG Racing. Mark says he was asked by Betty Church, a previous DV Editor, if he would "just help out" in a time of need. He agreed after sampling Betty's home cooking and a few beers. Within two months, he found himself at the helm, learning rapidly how to gather, edit and layout the articles using desktop

publishing software on something called a Mac. Mark says he got to really enjoy his time as Editor, bringing his Porsche passions to bear on the content and direction, in particular, writing articles and increasing the photographic content that members seemed to enjoy.

In reality, the production of Der Vorgänger each month relies upon a cast of 1000's of cars and Porschephiles, filmed and storied by dedicated volunteers without the title of Editor.

While the archives contain some interesting perspectives that would be out of sync with current day values, I enjoyed seeing the humor over the years. The fun we experience at events needs to continue to penetrate the camera lens and flow through the pen to our readers. A professional publication doesn't have to be dull.

If Der Vorgänger is a regular celebration of all that is good, fun, and fascinating about being a Porsche owner and/ or PCA Potomac member, then our 60th anniversary reminds us of what a privilege it is to be able to belong to such a historic club, that we should toast our region's achievements, and Porsche on in 2022.

We have no retirement plans. DV

# LONGEST SERVING DER VORGÄNGER EDITORS

- 2014-21

# ISSUES

87

GLENN COWAN
- 2000-07

# ISSUES

80

MARK FRANCIS
- 2014-19

# ISSUES

66

MICHAEL SHERMAN
- 2008-13

# ISSUES

58

RICHARD CURTIS

## FUN SNIPPETS FROM THE 1962 ARCHIVE

"An Autocross is a high-speed gymkhana type of event, usually on rough terrain."  
 (George Whitmore explains that "A gymkhana is a test of driving skills like maneuvering your car through pylons backwards while holding a soft boiled egg on a spoon." -Ed.)

TIP: By shutting off your heater before crossing a ford and leaving it off for a few moments after, you will avoid steaming your windows.

TIP: If the rubber pads on the clutch and brake pedals are worn more on one side, switch them. This will even up the wear. They are easily slipped off the pedal and are interchangeable.

Winter Driving Tip #4: If you are driving along a straight, snow-covered highway, periodically turn the front wheels from side to side because the snow builds up in the wheel wells and may make it impossible to make a turn.

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# MY FIRST PCA AUTOCROSS

STORY BY ERIC KOTHARI  
PHOTOS BY JORDAN STRAIT

Waking at the break of day, it was still twilight on this crisp Saturday morning. Coffee and packing (not sure really what to bring), items placed in the trunk and the Cayman fired up. Smoke billowed from the pipes at cold start and directions to Summit Point loaded. At daybreak, departure, towards an unknown adventure of uncertain proportions.

It was a beautiful morning. The roads wide open, minimal law enforcement, I open up the Cayman and let her purr. In the distance the setting moon in a baby blue sky, the bright orange disk rising in the rear. Fog finding low lying areas and a light chill all around. Crossing the Shenandoah River much of the early fall transitions were on display and the drive to Summit Point was simply stunning.

There's something about arriving somewhere for the first time that is simply unrivaled. Summit Point raceway held all that and more for me. Noting the unfamiliarity of a novel experience, I followed the thin blue line to the parking area where I was met by an ocean of very cool cars, old and new, modified and standard, stock, showroom - most certainly a litany of automotive excellence. Being my first autocross, I followed what I saw...parked, unloaded, prepped the Cayman a little and made my way to Registration, which was easy. Next was Tech, where I queued up and the car was inspected. That was easy. Which is to say, Potomac PCA autocross is very well put together and organized. Breakfast from Panera did the trick too.

I'd never walked a course before. As a runner for 20 years I've been on plenty of courses, but never had to pre-read one to feel like I knew where I was going. Walking up to the actual course, there was Jeff in his modified Porsche 911 testing the layout, screaming down the final slalom in a way I had only dreamed of.

The smell of the rubber, the burn of the petroleum, the sound of raw thunder... yeah...I was hooked. I muddled to myself, "I love this." and asked someone, "Do we get to do that?" A reply came back. "Yeah, like five or six times."

And at about 9:15 the call to gather for a walk through was sent over a convenient loudspeaker. About 75 of us gathered together and did just that. We walked the course, having been encouraged to visualize the turns, the gates, the direction of the course, its flow, where to go and where not to, lest one experience the dreaded DNF (Did Not Finish). I had never seen so many cones and making sense of their meanings required serious concentration. I had read that great drivers literally memorize a course so they know what's coming next and are able to drive with incredible instinct because they know what's ahead, they're not looking at the road, they are experiencing a track.

The night before, Bill and Jeff had sent out a list of participants and our schedule. I have to say, that night, it didn't make much sense to a novice. There was a column for "work" and I didn't know what that meant. After our course walkthrough and basic orientation, it was onto the track with the first group of drivers. I was in the 2B Group, and would drive after our tasty lunch. That meant, I would work the morning runs for Groups 1A and 1B. I was assigned to the B station, (middle of the course) and would "work" picking up downed cones. Plenty of water in tow, I have to say, that's some of the best work I've ever done, amounting essentially to watching up close as beautiful cars drove in ideal conditions, pushed to their absolute limits. Being up close and personal in my work as a psychologist, this is another type of up close and personal work that I really enjoyed.





On course at the Summit Point, Washington Circuit, during AX#7

Following lunch, it was time to line up the Cayman. The visuals were super cool. Three columns of cars ready to bite down on a technical track that would prove formidable. In front of me, a Shelby Cobra replica whose driver lives just a few miles from me. What are the chances? Like many, the people at the event were by far one of the best features. Love of cars and driving makes for good company. When my instructor got in, we went over the basics and then it was time to punch it. The anticipation was palpable. At the start line, throttle down, again, though the gates, around the cones, boom and brake, again and again. The adrenaline rush was on and the intensity of my focus was unparalleled. Focus, concentration, vision, the dramatics of attacking the course were pure magic. On the slalom, speed meets steering, and braking, in a combustible rush that wouldn't quit till the finish line was met. Brakes, fist bump, and laughter. When I hit the finish, all I could do was laugh. It was joy, bliss, magic. Thanks, Bill!

People ask, "What's the meaning of life?" I think the real question is.. Where's the adventure of my life? After 20 years as a practicing clinical psychologist, I really do believe that what people are looking for is the experience of being alive. Bearing that in mind, buying the Cayman, joining PCA, and venturing into the unknown of Autocross, I no doubt found another piece of my personal mythology. And it's bliss.

If you venture out, I'll likely be there. I signed up for Oktobercross the day I returned. I plan to be there next season as well. You'll find me with the agate gray metallic Cayman, smiling, riding the roads of my personal myth. **DV**

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The famous Grossglockner High Alpine Road with 36 hairpin turns and an ascent of 8,215 feet





Gatehouse and Ferry Porsche's Office in Gmünd, the birthplace of Porsche

# Grand Touring to Gmünd: Porsche's Ground Zero

**STORY BY RON MCCALL**  
**PHOTOS BY RON AND LIBBY MCCALL**

Last spring, I received an e-mail from the Porsche Club of America announcing that Peter Sontag's Fast Lane Travel Fall Treffen would include a visit to Gmünd, Austria, which all Porscheophiles know is where it all began - the birthplace of Porsche. From 1948 to 1950, a total of 44 Coupes and eight Cabriolets were built at an old sawmill in Gmünd, as well as the most famous Porsche of them all, Type 356 Nr.1, which is now in the new Porsche Museum in Stuttgart, Germany.

Being a recently converted Porscheophile, I knew that I had to be one of the chosen few to visit the birthplace of Porsche. I mentioned to Peter that, if possible, it would be nice to see the Porsche family estate in Zell am See enroute to Gmünd. Peter said that there wasn't time given our tight schedule. It is just that I had read about it in Christophorus Magazine, and if by chance we passed by it, Peter could simply point it out. Well, in the typical Sontag fashion, my wish was his command. Not only did we stop at the residence, but Peter called ahead, and Wolfgang Porsche (Ferry's son) came out to greet us. What a treat that was!





The author with Helmut Pfeifhofer, the owner and caretaker of the property where the old sawmill is in Gmünd

As every Porscheophile knows, Gmünd is where Ferdinand and Ferry Porsche moved during World War II to escape the allied bombing of Stuttgart. The only thing remaining from the old sawmill is the original gatehouse and Ferry Porsche's conference room and office. The caretaker and owner of the property is Helmut Pfeifhofer. In 1982, Mr. Pfeifhofer founded the first and only private Porsche Museum in Europe, which is just down the road from the old sawmill.

The museum has some rare and original Porsches and photographs of the early days. But the real gem is the gatehouse and Ferry Porsche's office. The buildings are not open to the public, except by special arrangement with Mr. Pfeifhofer, which of course Peter took care of. We had a personal tour of the buildings narrated by Mr. Pfeifhofer in German and translated by Peter, who is a native Austrian and thus, fluent in German. While seeing the original site



The Grossglockner, the highest mountain in Austria at 12,460 feet



The author with Wolfgang Porsche at the Porsche family estate in Zell am See



356 Serial No 1, which was manufactured in Gmünd and is on display at the Porsche Museum in Stuttgart



was worth the price of the trip, the journey to Gmünd was right up there as well. There were two groups for a total of twelve Porsches nose-to-tail at over 150 MPH on the Autobahn and traversing the Grossglockner High Alpine Road. The High Alpine Road takes you over the Grossglockner, the highest mountain in Austria at 12,460 feet. The road is 30 miles long with 36 hairpin turns and an altitude ascent of 8,215 feet. The road was built between 1930 and 1935 and was used by Ferry Porsche to test the newly constructed Gmünd 356s.

I can't speak for Ferry Porsche, but it sure was a lot of fun for me in a 911S when our lead driver Thomas Hoferlin exclaimed over the radio "eagles let's fly" - and fly we did - up and down the mountain and around all 36 of those hairpin turns. Be cautioned, this trip is not for the faint of heart, but it is a piece of cake for a Porsche. This is what these cars were designed to do. It was truly a special and once-in-a-lifetime experience for my wife and me. **DV**

"...‘Eagles let’s fly’  
- and fly we did -  
up and down the mountain  
and around all 36 of those  
hairpin turns."



The High Alpine Road was built between 1930 and 1935 and was used by Ferry Porsche to test the newly constructed Gmünd 356s



Rest stop on the top of the Grossglockner Pass with all 11 Porsches lined up and ready to go





More trouble!



928s during the Fun Run break



928s at Odds & Ends

# SWIMMING WITH THE SHARKS: PORSCHE 928 FRENZY 25

**STORY BY SHAWN STANFORD**

**PHOTOS BY GREG NICHOLLS, SHAWN STANFORD, BOB VOSKIAN**

As GPS told me to take the next right and then turn north, I threw a 'thumbs up' to the two cars behind to let them know that I was okay; it was a controlled departure from the Fun Run. They roared past honking their horns and I threw them a final wave. I turned into the ramp and, with that, Frenzy 25 was over for me.

Nothing in the Porsche world demonstrates that "it's not the cars, it's the people" better than 928 Frenzy. For the last twenty-five years, dozens of nearly identical cars filled with hundreds of very different people have been converging in the D.C. suburbs to celebrate each other, and Porsche's grand touring triumph.

It's not like everyone doesn't know the story already, but just a couple sentences about the cars...

The 928 was the first clean-sheet road car in Porsche's history. Lapine and Mobius put everything they had into the epic shape and ground-breaking interior and the car they created was beyond anyone's wildest expectations of Porsche. Yet 25 years later when they shut down the line, fewer than 62,000 928s - 'Land Sharks' to fans - had been produced. During that run it was the king of the lineup, more refined and at the same time edgier than its enduring stablemates. The 928 played the smooth, menacing Max against the 911's goofy, friendly Wyatt. (But we all know whom Hilly chose in the end.)

928 Frenzy ('Frenzy' because: 'land sharks') happens on the weekend closest to September 28 (aka: 9/28). Although Frenzy officially begins on Friday afternoon with a 'Wash & Shine', for several years a growing number show up on Thursday afternoon. They'll have an unofficial meal that evening, and on Friday there's plenty of time for an unsanctioned trip to visit an unapproved nearby attraction.

But mostly the Thursday people are just there for an extra day with old friends they see only once a year.

Frenzy is, in so many ways, a family reunion. And like a family, it has its characters: the British ex-pat, the cigar-chomping Texan, the fast-talking (fast-driving) New Yorkers, the urbane Pittsburgh lawyer, the armed hippie, the pilot from Philly, the towering traffic safety engineer, the well-worn Vietnam Vet, the entire contingent from Ohio, etc., etc. 928 owners are as different from the majority of Porsche owners as the 928 is from the majority of Porsche cars.

And on Friday night, with a parking lot full of people and freshly-washed cars to welcome them, the family starts to arrive in earnest. They rumble in from the road one-by-one or in small groups to join the fun and even first-timers are welcomed like long-lost kin. They're celebrated for who they are, what they bring to the gathering, and their eccentric taste in automobiles.

Sadly missing this year were the Canadians, who eagerly make the trek from the Great White North to the Mid-Atlantic states every year. They come to get a last taste of summer, to exercise their cars, and to spend time with the family. This year and last they couldn't make the border crossing due to pandemic restrictions. Also dearly missed were a couple of regulars who were actually suffering from illness. But, the dedicated Frenzy thread on Rennlist was jammed full of photographs to try to pass a little of the fun - and wishes for a full recovery - to those who couldn't make it.

The same very accommodating hotel has welcomed the group for many years, and reserves a large chunk of premium space in the parking lot for our cars. This is critical, both because a bunch of Sharks lined up together





Trinity sitting on Stitch at the Fun Run break



The vase presented to Greg

look really cool, and because it wouldn't be Frenzy without evening parking lot tech sessions. These sessions sometimes even involve actual 'tech', since over the years a few of these decades-old cars have limped into Frenzy needing immediate attention from some of the world's best 928 mechanics.

The weather has mostly been good for Frenzies past, and for Frenzy 25 it cooperated beautifully. Saturday morning dawned cool, with a perfect blue sky showing over a parking lot full of quiescent Sharks.

The peace didn't last long. One after another the cars roared to life for the short drive to 'Odds And Ends Detailing', the gracious and long-time host of the event. Greg, Darryl, and Kevin welcomed everyone with coffee, donuts, and an empty parking lot that quickly filled with over 50 928s, and a few out-of-place 911s, Cayennes, and Macans.

Folks moved around, drinking coffee, shaking hands, and looking at the cars. There was talk about the cars, of course. Which had traded hands, which had been upgraded, which had some issue that needed the wise counsel of the community experts, which cars and owners didn't show, and the mishaps and issues that are part of owning and driving these aging road warriors. There are relatively few of them, and it seems like every survivor is known and discussed individually.

And a glorious morning passed.

After lunch, this year's tech session was a discussion by Geza of how a harmonic balancer works, and how to make it better. There are quite a few engineers among the 928 faithful.

The afternoon event was the 'Fun Run': a romp through the Northern Virginia countryside. Once away from the congestion of the D.C. suburbs, the city fell away, the roads cleared, and two rainbow-hued groups of cars were freed to enjoy a couple hours of open country, curving roads, and automotive companionship.

Following the Fun Run the final event of every Frenzy, the evening banquet, is held at the hotel.

Frenzy is the longest-running annual 928 gathering in the world and most years it is also the largest 928 gathering in the world. That ongoing legacy requires a huge effort and this year we took the time to recognize organizer Greg Nichols for his tireless work over many years. During the banquet, Greg was presented with a commemorative poster signed by the group and a decorative vase with an appropriate inscription. Hopefully these will convey just a small amount of our gratitude to and respect for this cornerstone of the 928 community.

As the banquet concluded, folks drifted out to the parking lot for a final 'tech session', which for some lasted into the early hours. And the next morning cars departed as they'd arrived: With a joyous noise, charging onto the open road for the journey home.

Frenzy 25 was officially over.

Calendars being what they are, Frenzy 26 should happen Saturday, September 24th, 2022. I'll be there on the 22nd. **DV**



*“HOW DID YOU BREAK IT IN, ON A DYNO?”*

*“NO. JUST 10 LAPS OR SO AROUND ONE OF THE MOST FAMOUS TRACKS IN THE WORLD.”*

# MY LUFT 7 AND PORSCHE SPORTSCAR TOGETHER FESTIVAL AT INDY

STORY AND PHOTOS BY MATTHEW STANTON

## **OKAY LET ME GET THIS STRAIGHT.**

So, the Luft7 (Luftgekühlt #7) car show celebrating air-cooled Porsches and the Porsche Sportscar Together Festival in early September is what I've been gearing up to, for years. I got a car pass for Luft7 (they are hard to get, sold out over 400 in 4 hours!), then the PCA wanted my car on display at the festival at the track, also in Indianapolis the same weekend.

## **OKAY THIS SOUNDS AWESOME.**

My son and I dig this stuff.

I spent well over a year rebuilding the engine myself. A very long process, small garage, no lift, buddies helping, yada yada - common story. It did not end well.

I get a professional (SSS) to fix it for me 'cause I'm out of patience. (I do work 50 hrs/wk).

Finally, I get it back. It's leaking oil badly from the front main seal.

## **OUT COMES THE MOTOR AGAIN.**

Fixed. Kind of.

Now I'm only 2 weeks from the event weekend, and I haven't driven the car yet.

I have a hard time getting insurance. (Still don't have - something about teenage drivers and antique Porsches that insurance companies don't like.)

9 days before I'm leaving for Indy, the tags are dead, so I get the car inspected, while it's running on 5 cylinders. I head back home and park it.

## **ARE YOU FREAKIN' KIDDING ME?**

Panic sets in. I'm going to Luft7 and Indy as a spectator without my Porsche. This stinks. The 3-day Labor Day weekend and I diagnose misfires, spark and fuel good. Replace injector (pain in the butt on mechanical injection) test this test that. Exhaust all down, remove lower covers, and an exhaust rocker arm FALLS OUT in my hands. OMG really.

I put it all back together, fire the car up Tuesday morning, seems to run ok, but now I'm out of time and I'm afraid to drive it because of all my bad luck.

I work all day Tuesday and Wednesday. Wednesday night, we load the Suburban and trailer. Leave at 3am for Indy, 700 mile 12-hour tow.

At this point the engine has 10 miles on it. I've never squeezed the throttle.



We drive from the hotel to dinner and Luft 7, total 12 miles. OK!

Drive from hotel to track on Saturday morning, 7 miles OK.

There is now a total of 35 miles on the engine, still never over 4000rpm, or maybe 45mph

On Saturday, 7:30AM, on the Indianapolis Motor Speedway, Formula One road course parade laps, we're doing 100mph!

**PINCH ME, MY SON SAYS.**

The 5-day weekend went off without a hitch. Crazy considering nothing in the last 2 years as gone right.

Of course it was a white knuckle tow in the rain with zero visibility on the way up, and the trailer brakes overheated on the way home, but that's part of the game.

A fresh, 2.7 mechanical you don't say? How did you break it in, on a dyno?

No, just 10 laps or so around one of the most famous tracks in the world.

Truthfully, it reminded me of the 90's when I Club Raced. We all know blood, sweat, tears, lost sleep and increased pulse rates are such a small price to pay to get the Porsche out.

**I'M SURE I'LL DO IT ALL OVER AGAIN!**

Maybe Parade 2022. DV



Luft 7 was held in the Bottleworks District, Indianapolis, IN



Feels good to be out in the 1971 914-6 GT





1937 Le Mans winning Bugatti



Vintage Nürburgring racers



Pre WWI Racers

# EUROSPORT TOUR 2021

STORY BY LINDA DAVIDSON, PHOTOS BY CRAIG DAVIDSON

What could be more fun than a great drive on a beautiful Saturday with a caravan of Ferraris, Lamborghinis, and McLarens? Throw in an Aston Martin, a Maserati SUV, a new Mercedes Gullwing, a Rolls-Royce Dawn, and a slew of Porsches making up the rest of the 42 cars, and you've got the makings of an incredible day. As rally chairs for 12 years, we have planned A LOT of drives for PCA. When we get an opportunity for a tour that we don't have to plan, we usually jump at the chance. This sounded perfect.

We left our house at 7:00 am for Codorus State Park in Hanover, PA, the starting location for the tour. We were warned there were few opportunities for gas near the park, so we stopped in Mt. Airy, just as a warning light came on indicating low tire pressure. Uh-oh. Hoping this wasn't a harbinger of things to come, we filled the tires along with the gas tank and kept our fingers crossed of no calamities befalling us.

A short drivers' meeting outlined the itinerary of the day - we would all leave together in a Follow-the-Leader fashion from the park. Tour Route A was 104.6 miles ending at the Mid-Atlantic Air Museum in Reading PA. From there, Tour Route B, a mere 79 miles, would take us to the famed Simeone Foundation Automotive Museum in Philadelphia.

Although we would be following all the cars in front of us, we were still given route instructions, "just in case..."

I've written the route instructions for all our rallies. My goal is to keep them simple but explicit. People do not want to get lost, full stop. These instructions

were 2-1/2 pages, single spaced. Lots of turns, lots of traffic lights. The problem with lights in this format is that you get separated from the pack when they make the light and you don't. By the time we got to the third light, without a dedicated turn lane, it took six cycles for us to get through the intersection.

We were doing fine, following the Lambo in front of us, until he turned where there was no instruction to turn. We didn't follow, as we know better. However, it soon became apparent that we HAD missed a turn, just not the one the Lambo took. So, we circled back and were now behind the Aston Martin, who was behind another Lambo. About three miles later there's a fork in the road and the Lambo goes right and the Aston goes left! Quick decision...left. But the Aston soon made another turn as if to circle back. And this time we DID NOT follow.

Chugging along now on our own, I'm frantically trying to figure out where we were in relation to the actual route. Time to pull over and recalculate. Out came two different map apps, plus Waze. As we sat in a parking lot discussing our options, at least six other cars from our group went flying by, and then again two minutes later in the other direction! We were all hopelessly lost, and we were only 16 miles in on a 104 mile drive. So, we made an executive decision and plugged the address for the Air Museum into GPS and let Google take us the rest of the way. Saved a lot of stress!

The Air Museum was amazing! The hangar was filled with all sorts of WW2 aircraft, including a B-25 Mitchell. Outside there were helicopters used in Vietnam, a Czech fighter jet, an Eastern Airlines propjet, an Army cargo plane,





Hanger at Mid Atlantic Air Museum



Simeone Museum entrance



1964 Shelby Cobra on the National Registry

and a plane with channel wings, among other things. There were only five of these ever made, and this one is the only one left in existence. It was sitting on the tarmac awaiting restoration along with many other unusual aircraft. Definitely a cool stop.

For Tour Route B we were on our own, no more follow-the-leader for us. We read through the entire route, another 2-1/2 pages, with many traffic lights, even more turns and a warning about an incorrect road sign to ignore. What? And organizers had allowed for three hours to drive the 79 miles, which meant we'd be averaging less than 30 mph. That's barely out of first gear! For 79 miles! Based on the debacle of Route A, this was not a tough decision. GPS it is!

The trip to Philadelphia was not the scenic backroad tour that we had signed up for, but this would be a lot less stressful. Apparently, we were not the only ones who felt that way as we were not the first to arrive at the museum. There was no way anyone who followed the directions would have gotten there sooner. We were feeling very good about our decision.

The Simeone Foundation Automotive Museum was even more amazing than the Air Museum. The tag line is "The Spirit of Competition" and chronicles the evolution of auto racing. Cars are displayed chronologically, interspersed with photos and videos explaining what you're looking at. All the vehicles were actually raced, not replicas.

The sections of the displays included Pre-World War I, racers from Watkins Glen and Sebring, cars that had participated in the Mille Miglia in Italy (including

the 1938 winner), and some that had driven the Nurburgring in Germany (1927 and 1958 winners). There were also the cars that won LeMans in both 1937 (a Bugatti) and 1953 (a Cunningham).

The prized possession of the collection is a 1964 Shelby Cobra Daytona Coupe with the distinction of being No. 1 on the National Historic Vehicle Registry. Some cars had been restored, but many were still in whatever condition they were in when they were acquired. There was even a video of one of the cars on the show "Jay Leno's Garage", with him taking it for a drive. This museum should be on every car enthusiast's bucket list. It's located just a few miles north of the Philly Airport, about 150 miles north of Montgomery County MD. Definitely worth the drive (and that's why you own your car, right?)

Lunch was a buffet served right in the middle of the collection. Just as we were finishing (probably at least 2 hours after we arrived; there was a lot to see), the last Lambo driver finally got there claiming he had just driven his car through places he never should have been, on roads his car was never meant to be on, and hopefully never will be again. I talked to another driver who had a bottle thrown under her car in an industrial park she had to drive through. Seems we DEFINITELY made the right decision on our route! After lunch we headed back home, Interstate 95 all the way. The day door-to-door was 12 hours, total 363 miles. We were tired, but it was a great adventure, especially since we didn't have to plan it. **DV**

**NOVEMBER  
2021**



# New Potomacans

**GIUSEPPE ALDINA**

2006 911 Carrera S Cabriolet  
from Washington

**STEVEN ALLEN**

2020 Taycan Turbo  
from Woodbridge

**GREGORY BOWEN**

2021 911 Carrera  
from Arlington

**MICHAEL BROOKS**

2019 911 Targa 4 GTS  
from Apex

**CARSTEN BUTLER**

2004 911 Turbo Cabriolet  
from Vienna

**RICHARD BRUMME**

1961 356  
from Mt Airy  
transfer from Chesapeake

**TIM COLLINS**

2011 911 Carrera  
from Frederick  
transfer from Hurricane

**CHRISTIAN DANIELS**

2010 Boxster  
from Fredericksburg

**RUHOLLAH FARCHTCHI**

1999 911 Carrera  
from Vienna

**STEVE FREISHTAT**

2020 Race Car  
from Potomac

**JEREMIAH GIBBS**

2004 911 40th Anniversary  
from Manassas

**KENNETH GROSS**

1961 356  
from Purcellville

**RYAN HALE**

2014 911 Turbo  
from Reston

**ROXENE HILL**

2018 911 Carrera  
from Middleburg

**GENRIC HOLLEY**

2007 Cayman  
from Arlington  
transfer from Hurricane

**MICHAEL JOHNSON**

2021 Macan Turbo  
from Clifton

**SEAN JONES**

2022 Taycan 4S  
from Ashburn

**LANCE KERN**

1974 911 Carrera  
from Vienna

**THOMAS MARINO**

2014 911 Carrera S  
from Gainesville  
transfer from Sierra Nevada

**WALTER MCWHIRT**

2018 718 Boxster S  
from Fredericksburg  
transfer from First Settlers

**MICHAEL MEIRAN**

2016 Boxster  
from Burke

**JEFFREY MILLER**

2022 911 Targa 4S  
from Oakton

**MARK MILLER**

2017 911 Carrera S Cabriolet  
from Arlington

**MATTHEW MOOSARIPARAMBIL**

2018 911 Carrera 4 Cabriolet  
from Arlington

**MARK OWENS**

2015 911 Targa 4S  
from Warrenton

**JASON PITTS**

2019 911 Carrera T  
from Hillsboro

**JEFF RAPP**

2009 Cayman  
from Washington

**KEVIN ROLDAN**

2015 Cayman  
from Sterling

**SHELDON SMITH**

2021 Macan GTS  
from Herndon

**LARS STOKHOLM**

2001 Boxster S  
from Vienna

**ANDY STONE**

2015 Boxster GTS  
from Rockville

**NICOLO TIBUNG**

2014 Panamera Turbo  
from Manassas

**JASON TSENG**

2016 Cayman  
from Gaithersburg

**SHAWN VASS**

2015 Panamera GTS  
from Fairfax

**MATTHEW VISCHULIS**

2020 Macan Turbo  
from Vienna

**GEORGE WINGBLADE**

1983 911 SC  
from Manassas  
transfer from Connecticut  
Valley

**JAMES ZIDZIK**

2022 911 Carrera S  
from Leonardtown

**NEW MEMBERS = 37**





# PCA Potomac Anniversaries

DECEMBER  
2021

## 35 YEARS

Daniel Veronica

## 30 YEARS

David & Mary Hagopian

## 25 YEARS

Alan & Chris Herod  
Steven & Connie Ornstein

## 20 YEARS

Jamil & Nasim Kassum  
Maria Recio

## 15 YEARS

Hugo Dryland & Sandra Richardson  
W & Denise Kowalski  
Joseph & Jody Lagioia  
John & Edith-Jane Stotzer  
Mark & Rebecca Tromblay

## 10 YEARS

Rafael & Raquel Garces  
Matthew Gidley & Lisa Washburn Gidley  
Yama Jewayni  
David & Denise Oliveria  
William Peyton  
Daniel Pfeffer  
Todd Roti  
Nikolaus Schandlbauer  
Jeremy & Laurie Wensinger

## 5 YEARS

Victor & Belkis Aponte  
David Cooper  
Benjamin Cramer  
Elliott & Renee de Luca  
Michael Flynn & Theresa Tepe  
Thomas Hazel  
Elizabeth Hodges  
Howie Hodges  
L & M Kay  
Kevin Keaty  
Justin & Jack melnikoff  
Dennis Pippy  
Wichien Sarobon  
Carl Sceusa  
Kevin Williams

## 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](http://pcapotomac.org) for submission instructions, the latest edition, 50+ years of archived DV, and more!

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# POTOMAC PORSCHE ART

## A Rock and Rolling 356 Comes To Life

STORY AND PHOTOS BY JOE KALE

After downsizing to a lovely townhouse in Old Town Alexandria and living there for a couple of years, my wife, Jill, and I embarked on a planned, whole house renovation. It was a fun project that came out even better than expected. Part of the project was to create a happy and comfortable lower level to relax and entertain. We filled it with interesting and quirky artifacts, memorabilia, books, comfortable furniture, a bar area and a great TV and sound system. There was a feature wall covered in a patterned black wallpaper, but it needed “something” to enhance the space.

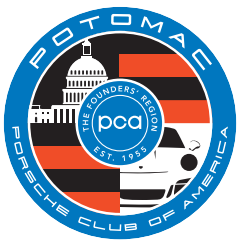
As a longtime Porsche owner, I thought it might be really fun to have a framed print of a classic Porsche on that wall and a vintage 356 immediately came to mind. Fortunately Jill agreed. Surely I could find one in a fun color that would complement the room well and maybe even be a conversation piece. Then it hit me, why not one of the all time great 356s - Janice Joplin's? It had a multitude of colors and graphics that would go great in the room. It was pretty easy to find a print of the car in the right size, but after venturing online and viewing multiple examples and angles nothing quite measured up. A designer we were working with suggested commissioning a painting of the car to get exactly what we wanted. She had a talented artist in mind named Storey Ellis and the process began.

We had several discussions on what we were trying to achieve and the overall size. Several pictures of the vehicle were provided from multiple viewpoints to capture all the vibrant colors. As Storey started to sketch out the car we kept in close contact to ensure we were on the same page. After several weeks she completed the painting and depicted Joplin's classic

on framed canvas in two pieces. It was not only a perfect rendering of the car, but her artistic flair and style made it seem to jump right off the canvas. A perfect finishing touch to the room that always drew raves from family and friends every time they visited. Every time I look at it, which is often, a smile comes to my face.

A little history of the vehicle is appropriate. Joplin bought the 1965 Porsche 356c Cabriolet for \$3500 second hand in In 1968. Many rock stars at this time were purchasing more expensive vehicles as a sign of their much earned wealth and fame. Joplin decided a used Porsche suited her just right but not the Oyster White color. So she commissioned one of her roadies, Dave Roberts, \$500 to give her new Porsche a psychedelic paint job to better suit her style. It took Roberts a month to complete it which he titled “The History of the Universe.” Joplin was daily driving it everywhere and it became one of the most recognizable vehicles in the San Francisco area at the time. She often would return to her car after stops around town to find fan letters and small gifts placed on her windshield. The car stood in the Rock and Roll Hall of Fame for 20 years until it was sold by the Joplin family in 2015 to a private buyer for \$1.76 million.

A little piece of Porsche and rock and roll history looks great on my wall! DV



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PHOTO BY GLENN HAVINOVSKI