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INSIDE BACK COVER

Call for Club Race Volunteers

COVER PHOTO

Mike and Kim Copperthite's 1953 Porsche 356 1500 Super coupe (middle, second row) is among an exclusive collection of the most important motorsport Porsches seen at Rennsport Reunion VI at Laguna Seca, Monterey, California, 2018. Story page 17. Photo courtesy Porsche AG.

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Things We Miss



Glenn Cowan
Co-Editor

Two of my children live walking distance from our home. Another is 10 miles away. My youngest lives in California. We treasure them equally but we “miss” Patrick.

I pen (actually type) this from Cancun where we have gone for a wedding. As with any time I leave home for more than two days, I put a car cover on my Porsche. What has this to do with children? Well, as much as I have tried to pretend that I do not miss my car when “separated” – it’s not true. Knowing it is protected (sort of) makes me feel better about the separation. This behavior mimics my sending Patrick a few extra bucks to “protect” him from the rigors of a San Diego lifestyle. He doesn’t “need” the funds and my Porsche

doesn’t really need the cover (what with factory sealants, ceramic coating, etc.). Not to mention all those cars in Germany parked on the street!

Missing children is easily understood – but missing a car? My wife has gone years without missing her car even for an instant. I don’t really miss my car, but I do miss driving it and I miss the joy it can bring when in motion. One consequence of this is that when we plan vacations we build in as many driving trips as possible. Several of our vacation trips this year would normally be reached by air, but we drive for the sake of it.

And we plan trips around the Potomac calendar. Can’t be away that weekend because of ...

There are times when planning trips well in advance makes it impractical (impossible even) to consider the Potomac schedule. That does not mean that when the trip happens there isn’t a twinge of “loss”. It is very much like trips without our kids! They can’t always join (and we would not want them to in every instance) but we still miss them while sitting on the veranda.

All of this is by way of saying that there is more than a passing similarity between missing your kids and missing your car. The cover on my car brings a certain comfort to being away like the extra thoughts for distant Patrick. DV


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Expect the Unexpected

Well, I should've taken my own advice. Last issue I wrote about car prep. And shortly thereafter, I found myself scratching my head in the garage, at 6pm before the first DE of the season, after fixing a coolant leak on the Cayenne, changing out tires, and prepping my fiancé's Cayman. I had forgotten to fire up my Cayman and when I went to load it on the trailer, all I heard was ... click, click, click. As they say, all things that can go wrong, will go wrong.

After a few minutes of troubleshooting the problem, we figured out that the battery was dead, and that the CTEK charger hadn't properly charged the Optima Red Top battery over the winter. Lesson learned - get the right type of trickle charger for the battery. A quick trip to the

auto parts store, a battery swap, and then we were ready to go to the track!

Over the years, I've had several issues pop up, and thankfully, have been able to resolve them without too much hassle. I bought this 2009 Cayman S back in January 2020, and I knew it had a problem with the high-pressure fuel pump. I replaced it in time for our VIR DE, but on my first run, at around 5,000 RPM, the engine just bogged and would not accelerate. Turns out I had installed the high-pressure fuel pump sprocket backwards, and the notches that fit into the end of the cam were reversed. Expensive lesson learned on that one, and thankfully the beautiful 3.4L engine was still in good working order.

Another adventure at VIR was losing a tire in the braking zone at the end of the back straight going about 135mph. Thankfully I was able to get the car slowed down without too much drama, into the grass, and then limped it into the pits. The inside sidewall on the front right tire had begun to tear. The tires had felt a little weird the first few laps and I should have listened to them. If something feels off with your car, listen to your gut and pit in.

As frustrating and difficult as these situations were, each one served as a good reminder to expect the unexpected. DV



Steve Bobbitt
President



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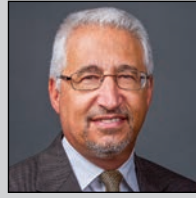
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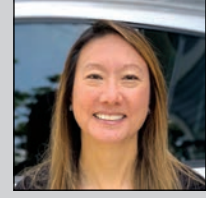
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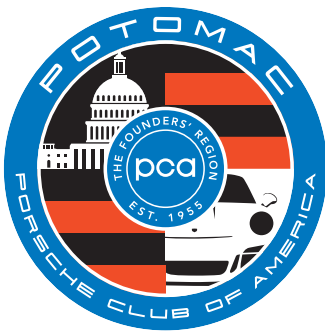
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2023 CALENDAR OF EVENTS

JULY



7-9 Drive & Dine
Charlottesville, VA



7-9 MidSummer DE
Summit Point, WV



21-23 Drive & Dine
Virginia Highlands, VA

PorscheFest 28-30 @ Summit Point, WV



28-30 Driver Education



29 Autocross #5



29 Drive & Dine

29 Concours

AUGUST



21 Gathering of the
Faithful Concours
Boonsboro, MD

26 Porsches & Planes
Drive & Dine
PAX Museum, MD

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

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

New 1st Saturday Virginia Brunch Location!

We have a new venue for our first Saturday of each month, beginning Oct 1, 2022, at Firebird's Wood-Fired Grille in Gainesville, VA. It's 5 minutes west of our former venue in Manassas, with substantial parking off Linton Hall Road. Restaurant opens at 11 am, but arrive early to park and meet other members. **New members welcome!**

Virginia

First Saturday of each month, 11:00 am
Firebird's Wood-Fired Grille, 14020 Promenade
Commons St, Gainesville, VA

Maryland

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

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Potomac Program Highlights

THE 2022 AWARDS BANQUET



Kenny Kong won the 2022 Enthusiast of Year award for being at 11 on the enthusiasm scale, for just about everything. Always lending a hand at events, stepping forward to organize and educate, whenever required. Unable to attend, the award was presented via video-link

President's Awards

Mike & Jackie Peters
Jordan Applebaum
Tessa Hall
Henrik Ojikutu

Enthusiast of the Year

Kenny Kong

Instructor of the Year

Mark Salvador

Partner Awards

Media Technology Partners, LLC
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Sponsor Awards

Auto-Therapy: Roger Bratter
Cottages of Mentone: Lou Bartolo
Dawe's Motorsports Development: Donna & Paul Amico
Fearless in the Kitchen: Paul Amico
Fitzwater & Dean: David Dean
Island of Misfits Garage: Cindy & Tony Pagonis
OG Racing: Mark Francis
Ruby Summit Point: Pat and Mike Kaunitz
SSI Motorsports: Sloan and Carol Palitti
Video Dynamics: Bob Mulligan
Wilfre Company: Martin Harrison



Mike & Jackie Peters won a President's Award for their strong support of the Drive & Dine program, and wide participation in Potomac events



Tessa Hall wins an award for her volunteering with a smile at Autocross and Driver Education events. Tessa also set up, and ran our 2022 Skidpad program



2022 Autocross Season winners collect their trophies



Sponsors Pat and Mike Kaunitz of Ruby Summit Point, sharing the love with our president, and vice-president, Steve Bobbitt and Ed Hahn



Jordan Applebaum receives his award for participating in, and volunteering at just about every type of Potomac event since he joined the club



Henrik Ojkutu is recognized for his significant body of volunteer work over the last 10 years, and recently becoming a National Instructor and Club Race Vice-Chair. Henrik is also happy to share his GT3 driving skills on 2, 3 or 4 wheels around the track



Edwin Pardue, Director of Motorsports Operations at Summit Point Motorsports Park, collects one of the new Partner Awards

All photos by Bill Schwinn

COMMUNITY SERVICE



Automotive Technology Program Director, Michael Carretta, gave Potomac members a great tour of the facilities

Montgomery College Scholarship

STORY AND PHOTOS BY
MARCIE CALCAGNO AND PAT KAUNITZ

Despite the snow flurries, many came out to tour the Montgomery College Automotive Technology Program on February 25, 2023. The program offers certificate and degree options in the automotive trades. Its Director, Michael Carretta, was our gracious host, providing PCA Potomac members a detailed tour of the facilities and explaining the variety of learning opportunities available to the students and the community. The welding classes piqued a lot of interest. PCA Potomac attendees met with current students enrolled in the Program, checking out the Porsches and enjoying a delicious lunch provided by Pat Kaunitz.

And thanks to the generosity the PCA Potomac members, over \$3,000 was raised to fuel the PCA Potomac Chapter Tool Scholarship, benefitting a graduating student(s) to launch their career in the automotive technology field. The awardee(s) was presented with the tool scholarship in May. Donations are still being accepted for this impactful program; just contact Marcie and Pat. **DV**



Attendees met with current students enrolled in the program, checking out the Porsches



Michael can normally sniff out a transmission problem from a mile away, but this classroom example needed closer attention



Collecting their awards are (left to right): Alexander Kranzlin, Vincent Zelaya and Yihao Lin, sandwiched between Program Director, Michael Carretta, and Community Service Co-Chair, Marcie Calcagno

And the Tool Scholarship awardees are...

Alexander Kranzlin, Yihao Lin, and Vincent Zelaya were selected as the recipients of the inaugural PCA Founder's Region Tool Scholarship for their academic excellence and demonstrated commitment to the automotive industry field. They were presented with the scholarship award on May 12, 2023. All three graduating students expressed appreciation for scholarship awards, which will help with launching their careers as Automotive Technicians. All three recipients have obtained employment as Automotive Technicians and now need to acquire the tools for their trade. With the discount from Snap-On Tools as graduating students from the Automotive Technology Program and the Tool Scholarship from PCA Potomac, the awardees will be able to access high quality tools needed for success in this chosen career.

Professor Mike Carretta, Director of the Montgomery College Automotive Technology Program, spoke of the Tool Scholarship recipients as some of the most dedicated and hardworking students he has ever had in the program.

Thanks to the generous donations from the PCA Potomac members, \$3,050 was raised for this new community service endeavor. We are looking forward to this continued partnership with Montgomery College, with the annual awarding of the Tool Scholarship(s) and collaboration on future automotive-related activities.

Congratulations to the Tool Scholarship awardees and to the PCA members that made this scholarship possible. DV



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Chairs: Pat Kaunitz & Marcie Calcagno

DRIVE & DINE



Early Spring Drive

April 08, 2023

STORY BY MAX AND RHONDA MOSER

Anticipation. This is the principle feeling that describes what occurs when the first announcement for a Potomac Drive and Dine appears in the weekly e-News for the club. Ensuring the Porsche has all the maintenance completed; check the powertrain, brake, and suspension for readiness. The attention to these components increases the feeling anticipation of waiting for the designated time to log in and claim the limited spots for the first drive of the season.

It's hard to sleep the night before the drive. It's like a child on Christmas Eve. Is everything ready? Does the Porsche need to be checked again? Is the gas tank topped off? Are the instructions printed? What about saving the route to a Google account? Are batteries in radios charged? Clipboard, pencils, pens? What was missed? The questions all beg for a comprehensive checklist.

With the rendezvous loaded in the GPS it's time to depart. Arriving at the rendezvous it's great to see familiar faces and make new acquaintances. As more vehicles arrive and time approaches for departure, Larry Finkel gathers the participating group of 25 cars that made the first cut. A quick review of the safety and organization guidelines and the identification of the leaders and sweepers for the two groups, and the air is filled with the sounds of closing doors and the exhaust notes of Porsches from 911s, Boxsters, Caymans, Macans, and Cayennes as they take their place for the start.

This year's Early Spring Drive started in Manassas and provided a scenic trip across the meadows, through the woods of Prince William and Fauquier County farmlands. Jim Moser did a monumental job in identifying fun roads and scenery to pass the time between the stops on the tour.

POTOMAC PROGRAM HIGHLIGHTS



Drive & Diners, left to right, Glenn Havinovski, Mike & Jackie Peters, Larry Mauch & Beth White, Nancie Havinovski, Rhonda & Max Moser (author).

The balanced and easy first segment to the Dark Horse Irish Pub through downtown Marshall to Flint, VA was framed by rolling hills exercising the steering and balance with sharp and sweeping turns between the necessary, momentary stops, to change roadways.

The stop for lunch at the Dark Horse Irish Pub provided a good time for a quick walk around the vehicles to look at tires, brakes, and bodywork, before checking in with the hostess to sample the selection of pub food, from burgers to Shepherd's Pie, with a tasty beverage. Right on cue, as quickly as the group arrived, an orderly departure ensued.

The last segment of the drive provided a fantastic twisty and undulating romp through the farmlands of Fauquier County, through small and quaint locations that time left behind, like Hume and Asheville, while passing notable stables and renowned B&B's. The tour ended with some of the most spectacular early spring views from the patio of the Blue Valley Vineyard and Winery which provided panoramic views of the Blue Ridge in the distance. A fitting backdrop and respite for drivers and vehicles, with all participants gathering and socializing, with award winning wine and beverages.

The drive is not possible without the volunteers, the Drive and Dine Co-chairs; Glenn Havinovski and Larry Finkel and the Leads and Sweeps; Jim and Gina Moser, Rhonda and Max Moser, Steve Kaye and Dory Thomas, and Leroy and Marilyn Mills. To put on a great drive it takes a lot of coordination,

preparation, and consultation. Leads and Sweeps go out on the roads prior to the actual drives to preview the route and identify issues that are addressed before the groups get to enjoy the roadways. The least recognized, but essential position in the lead and sweep vehicles are the navigators who provided the necessary communication and notification for the drivers that ultimately ensured the group stayed together and arrived at each of the stops without incident.

Hope to see you on one of the future Drive and Dines this year! DV

“ The idea of waiting for something makes it more exciting ”

- Andy Warhol



Mike Copperthite's 1953 Porsche 356 1500 Super coupe on display in the "Icons of Porsche Racing" in the Heritage Gallery at Porsche North America HQ's Experience Center in Atlanta. Photo courtesy PCA.

An Icon in our Midst

STORY BY STEVE GRUMBACH

Potomacan Michael Copperthite's 1953 Pre-A 356 is rich in Porsche racing history (and continues to be). Invited by Porsche AG to participate, it is now on display at Porsche North America's "Icons of Porsche Racing" in Atlanta as part of their 75th Anniversary in the Heritage Display. The exhibition will run through August.

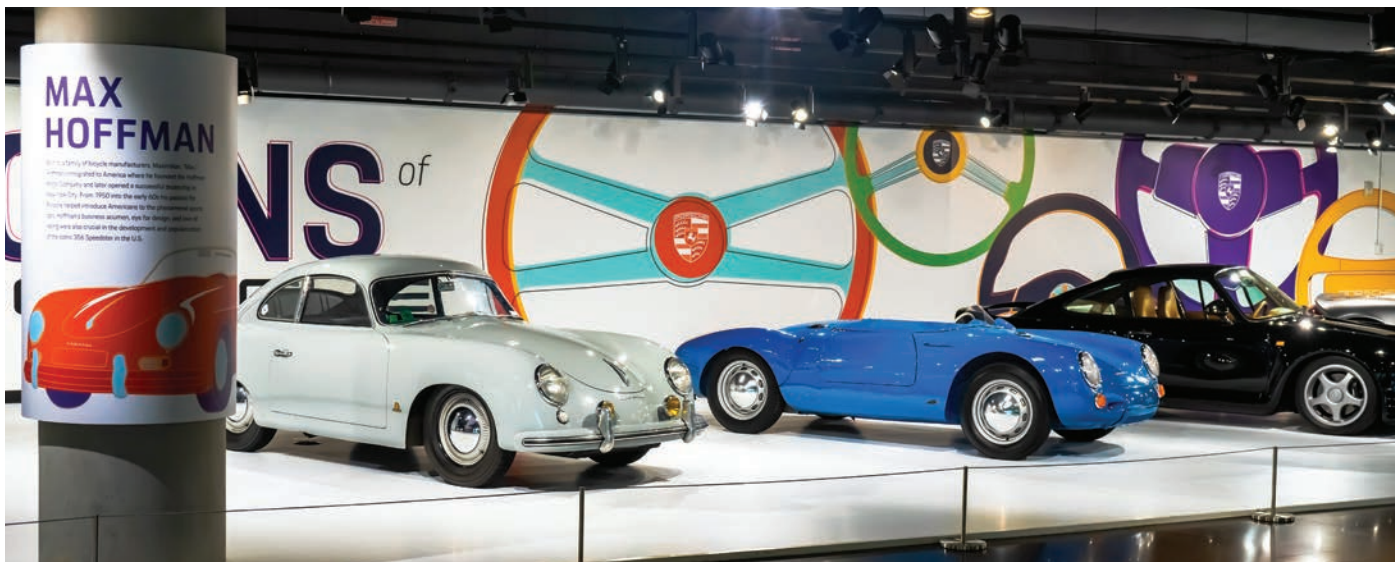
The 356 1500 Super coupe had the distinction of being one of the first factory race-prepared cars made for customers. It was sold by noted Porsche importer Max Hoffman's Chicago dealership in January 1953 to Paul van Antwerpen, a founding member of the prestigious Road America race track and a pioneer in racing safety. He and his wife ran the Pre-A model throughout the '50s at Sports Car Club of America (SCCA) events and rallies, winning numerous Under 1500 cc Class races during that time. Commissioned in the Navy in 1941 and trained as a gunnery officer, Mr. van Antwerpen served in both the European and Pacific theaters during World War II, ultimately reaching the rank of Lieutenant Commander. Thus, he campaigned the car bearing #61 to honor his naval service.

The amazing story of Mike's discovery of the car he rescued and restored after it sat languishing in a barn for four decades is nicely chronicled in *der Vorgänger*, March 2019.



Mike is a thoughtful custodian of this rare piece of Porsche history and continues to share it with the public. While consistently recognized at national and regional concours events (including Amelia Island and Hilton Head), the 356 is no "garage queen;" Mike continues to tour and race the car in competitive events - as Porsche intended.

What's next for Mike and the 356? The 1000 (Mille) Miglia in June next year – a six-night, four-day 1000 km motoring adventure of significant sports classics through beautiful Italy. It starts and finishes in Brescia, taking in Rome and other historical Italian cities. We look forward to hearing about that next year! **DV**



Mike's 356 in the line-up of "Icons of Porsche Racing" in the Heritage Gallery at Porsche North America HQ's Experience Center in Atlanta. Photo courtesy PCA.



Paul van Antwerpen with the 356 at SCCA Nationals in June 1953 at Chanute Air Force Base, Illinois. Paul repainted the car from its original Fashion Gray to navy blue in keeping with his naval service. Photo courtesy Susan van Antwerpen.



In competition at Elkhart Lake, Wisconsin, December 1953. Note the masking tape added to the nose. What a fantastic contrast to the contemporary Detroit vehicles seen parked in the background! Photo courtesy Susan van Antwerpen.



Paul van Antwerpen in tech inspection at the SCCA Nationals at Offutt Air Force Base, Omaha, NE, May 1953. (No. F3-33, rear) He went on to win the under 1500 cc class. Photo courtesy Susan van Antwerpen.



Mike on track at Laguna Seca at Rennsport Reunion V, 2015. Photo courtesy Mike Copperthite.



Back to how it was, finished in Fashion Gray, Mike continues to race the 356 - seen here piloting No. 61 at PCA's Summit Point Autocross event in 2019. Photo by Mike Copperthite.



Mike pilots the 356 at PCA's Porsche Palooza. Photo by Mike Copperthite.



View from the pilot's seat: The dashboard, gauges and knobs were carefully preserved and restored, including the Banjo Steering Wheel found on race cars, as it was originally in 1953. Photo by Mike Copperthite



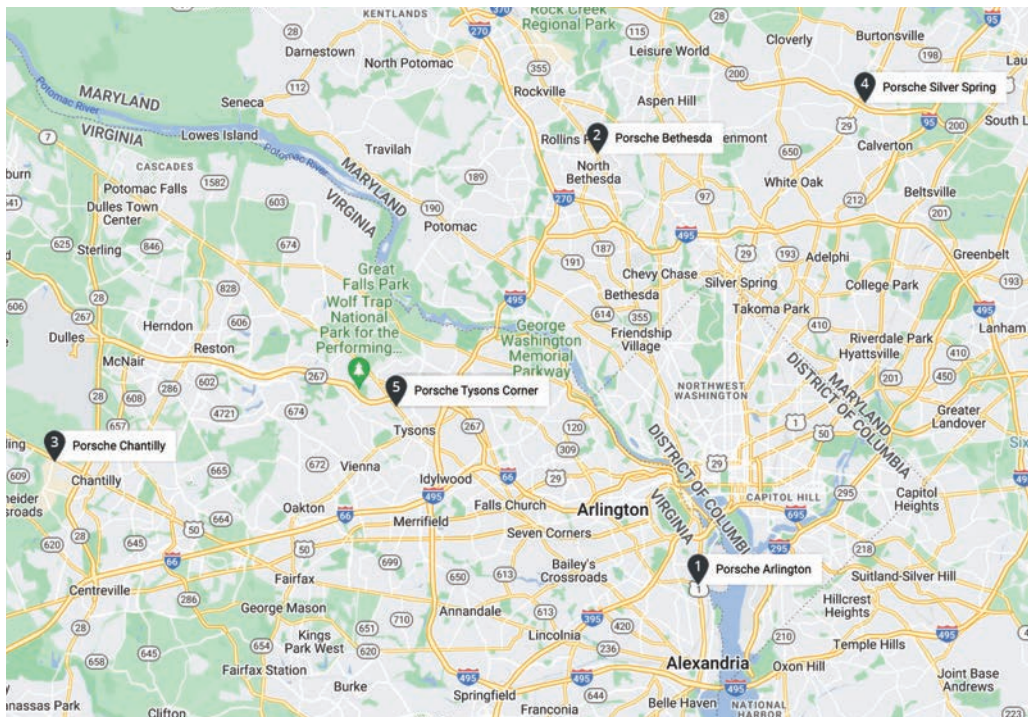
A rally clock from a World War II B-24 Liberator bomber, added by Paul van Antwerpen. It was not uncommon in this era for post-war veterans to adapt military equipment for use in their sports cars. Photo by Mike Copperthite



An exquisite detail shown on the 356 further speaks to its authenticity; here the marking of a Reutter-built body. Photo courtesy PCA



A rare and precious artifact: One of a very limited number of leather key fobs given by Ferry Porsche and Max Hoffman to family, friends and customers who were special clients of Porsche. This was in a package of items, documents and programs Mike received from Paul van Antwerpen's family. Photo by Mike Copperthite



Porsche Dealerships in the Potomac Region

- 1 **Porsche Arlington**
3100 Richmond Hwy
Arlington, VA 22202
- 2 **Porsche Bethesda**
11990 Rockville Pike
North Bethesda, MD 20852
- 3 **Porsche Chantilly**
4055 Stonecroft Blvd
Chantilly, VA 20151
- 4 **Porsche Silver Spring**
3131 Automobile Blvd
Silver Spring, MD 20904
- 5 **Porsche Tysons Corner**
8601 Westwood Center Dr
Vienna, VA 22182

Potomac Dealership Liaison Program Starts Up

PCA regions across the nation enjoy good relations with the Porsche dealerships in their area. Many have appointed members to a liaison role to act as a point of contact between club and dealer. The idea is to share information and resources in a way that promotes both Porsche dealerships and our club.

We are pleased to announce new ambassadors to liaise between the Potomac region and the five dealerships in our region. Bob Manka and Kerry Scanlon have kindly volunteered to be ambassadors for the Arlington and Silver Spring dealerships. We are recruiting two ambassadors for the Tysons/ Chantilly, and Bethesda dealers.

Our Ambassadors will be providing updates for our new, Dealer Buzz section, in DV this year. Meet our new ambassadors:



Robert Hall Manka (Bob)

My first Porsche, while in graduate school in Texas after working at NASA, was a 914-6. This mid-engine 914 Targa body had a 911 engine and running gear; a fast combination! Unfortunately, the car was hit by a drunk driver here in Arlington. Coming from a mid-engine I went the front engine route

with a Porsche a 924, a 944 and a 944 Turbo. Delivery of the Turbo was at the factory in Stuttgart, followed by great fun driving on the Autobahn and in the Alps.

However, for cycling, taking friends to dinner or for trips, a compact SUV that handles like a sports car is the sweet spot now. While I previously had a nice BMW X3 with sport package, I admired the new Porsche Macan. In mid 2021 my dealer had a Macan S (turbo V6) in Blue and I couldn't resist!



Kerry Scanlon

Kerry is a Potomac DE enthusiast who completed over 40 track days in 2022, including on European tracks after picking up his 992 GT3 at the Porsche factory. He has made many friends at Potomac PCA events and enjoys volunteering on the grid, training to become a steward, and writing articles for DV.

Although Kerry is passionate about driving on any track, he says he misses the camaraderie while attending non-Potomac events. An attorney with expertise in employment and civil rights issues, Kerry has owned a series of Porsches over the past 30 years. His wife, Nuria, has also driven occasionally on the track in her 981 Cayman S, starting at the women's-only HPDC. Kerry is the new Ambassador to Porsche of Silver Spring, with whom he has a close relationship.



Dealer Buzz

All our Porsche dealers celebrated the 75th anniversary of Porsche with displays and activities. Many Potomac members provided cars for public display.

“The Buzz” at Porsche of Arlington

by Robert Manka, Dealer Ambassador

Earlier this year, Alan French, Kerry Scanlon, and Robert Manka met with the General Sales Manager and Sales Manager at Porsche of Arlington, which is currently constructing a brand new and much larger service area to be completed later this year. One purpose of the meeting was to discuss the different program activities of PCA Potomac and how they might be of interest to their customers, particularly those who have not yet connected to PCA. We also listened to how the managers thought the dealership could benefit from a closer relationship with Potomac, as they look to expand their footprint in an exciting and fast-growing area with new neighbors such as Amazon. This was the first meeting we had as part of a new Ambassador program to grow the relationship – in mutually beneficial ways – between Potomac and each of the five metropolitan Washington Porsche dealerships.

The response of the managers at Arlington was very positive, and they were excited to hear about the many programs Potomac has to offer their customers. They also expressed interest in increasing their support of PCA.

“The Buzz” at Porsche Silver Spring

by Kerry Scanlon, Dealer Ambassador

Building on its designation in 2021 as a Porsche Premier Dealer – a recognition given to the top 25 Porsche dealers in the United States – Porsche Silver Spring opened a brand new facility in January 2023, significantly increasing its square footage in a “Generation-4” building that features a two-story, light-filled showroom, expanded service bays fully visible from the second-floor customer lounge, a dedicated Porsche “Classic Partner” area, an exclusive fitting lounge, and ample parking. The new building is located adjacent to the previous one.

To celebrate this state-of-the-art facility, the dealership will host a series of events in 2023. This included the 75th Anniversary of Porsche on June 10th. In addition to its inventory of new and preowned cars, Porsche Silver Spring offers – unique to the DMV – a dedicated Classic Porsche parts and maintenance program, and is working toward certification as a full Classic Partner, of which there are only 10 in the country. At the 2022 Porsche Sports Car Together Fest at the Indianapolis Motor Speedway (DV 11.22), Porsche Silver Spring’s 1994 968 was recognized as the Regional winner of the 2022 Porsche Classic Restoration Challenge. **DV**



The “Golden Ages” of Porsche Celebrating the 75th Anniversary

BY JOHN TRUBAN

PHOTOS BY CHARLENE TRUBAN

This article originally appeared in the July 2017 edition of der Vorgänger. In celebration of Porsche's 75th Anniversary milestone, we decided to update the article with new information and current models.

Car manufacturers often celebrate a “Golden Age” of manufacturing. This era represents their pinnacle achievement when all of the stars align with the right people and right ideas coming together to produce automotive excellence. After which, their brand uses this success for decades to build upon, while at the same time paying tribute with products and corporate slogans to remind us all of glories long past. “Hey, remember us. We are the guys that did that great thing way back when.” Some of these roots are founded in racing success, like Ford's GT40. Others originate from ground breaking innovative technology, like disc brakes, turbochargers and hemispherical engines. Some are even by accident – like Doc Brown's Flux Capacitor that makes time travel possible in a DeLorean. Many great automotive successes originate from a single individual's pure genius and tenacity – like Henry Ford, Ferdinand Porsche or Karl Benz.

Golden Ages take time to percolate. They can only be assessed after much time has been given for history to

judge the results. No one knows if they live in a Golden Age at the time. Markets decide these matters, and usually with great fairness. History has a way of discarding the fluff and keeping the quality. In the long run, car buyers don't fall for gimmicks or manufactured “hype.” Some styles are timeless while others are labeled a fad. Corporate Boards and Accountants can spell disaster for an otherwise great design. A single marketing department can take a burning hot idea and throw water on it. It is a fragile thing finding 75 years of success in the automobile business. There are only a few ideas the public will latch onto and buy for more than 25 years without getting bored.

Manufacturers are notorious for taking their past successes and milking them for all they are worth. Anniversary Editions, Commemorative Pace Cars and Retro Redesigns typically don't end up being the top choice in the long run, but instead are an aftertaste of a great meal served long ago. “Why not buy the real thing?” buyers ask themselves. Take the Plymouth Prowler design of the 1990's. A great idea in concept, but did not faithfully pay tribute to the original hotrods. Plymouth failed us all by putting an automatic transmission in a heavy car and underpowering it with a wimpy engine. They could have done what Dodge is doing today with the Hemi products and crammed a 800+ horsepower engine in the Prowler with a 6-speed manual trans-

mission and plop it all down on big fat tires. We would still be buying them today and Plymouth might still exist. Imagine the fun we all would have had before ending up in jail.

Porsche is THE performance automobile manufacturer. All of its products deliver performance whether a sedan, SUV or coupe and offered at various price ranges. As a result, performance is what is valued most among Porsche collectors and drivers. The more extreme the performance, the better. Each brand has its own self-identity that draws consumers to that manufacturer. If a Porsche owner values performance, how does the market judge success? In Porsche circles, it means “give me the maximum amount you can legally drive on the road without killing me.” Take the 4-Cam 356’s of the 50’s, RS variants of the 1970’s, Clubsports of the late 80’s and GT cars of today— all are examples of standard Porsche models that were designed right up to the limit of being a track-only race car. Then they were backed off just enough to put on city streets. As a result, many of these variants went on to great success in racing while in the hands of privateers.

Porsche has the tendency to design a particular model and then squeeze all of the juice out of it achieving its maximum capability. Once that is completed then they retire the design and commence with the next generation. They squeeze not just the power and performance to the max but also the design elements to their relative end. A model may start out relatively plain only to end up years later with multiple spoiler options, wheel variants, endless color and interior choices and engine configurations. This can best be explained by the number of Porsche 911 models one can choose from currently.

Imagine a generation of the 911 that would have continued on indefinitely without any changes? It would have spelled disaster. What if we were all driving 2016 2.4L 911S Coupes around with 190hp? Sure it would be fun and the purists still dream of the idea, but everyone else would be laughing at us with their 700+hp beasts, carbon brakes and satellite radio. We would also be getting lapped at every competition. Eventually the market moves on and if you do not move with it then you are left with an orphaned vehicle because someone else is offering a better option. The product becomes a dead end street. This explains why the Corvette, Mustang, 911, BMW 3-Series, Honda Accord, etc. are still around to this day and quite successful. They evolve.

Every so often, Porsche blows the idea of the 911 up and starts over again, like being stuck in a never ending Star Trek space time continuum disaster in which Captain James Tiberius Kirk builds the perfect 911, only to wake up the next day and find he must start all over again. We are essentially enjoying Ferdinand Porsche’s 911 design over and over again in more than a dozen different ways. All of them are the same concept, but from a different perspective as time changes and technology advances.

Porsche has had times in its history where they achieved that pinnacle of perfection across all product lines. Like a rock album where all of the songs are hits, this can be a rare

feat. These eras are easily identified by following the habits of collectors and car buyers. The vehicles that fall under these periods of greatness are heavily valued because they represent the best that Porsche has to offer. If you want an early 911 then you end up narrowing your search to a few years. This is not to say that all of the other years of early 911s are substandard. It means that Porsche’s own high benchmark is sometimes exceeded and these years stand out above the otherwise great products.

Porsche can point to these Golden Ages of design and performance that still garner the respect of Porsche drivers to this day. We can all think of other manufacturer’s models that are the pinnacle of automotive design and capture the mood of the time period in a bottle. Mercedes has the immortal 300SL Gullwing, BMW has 3.0 CSL which the “M” cars of today owe their thanks, Ford still celebrates the Shelby Mustangs of the 1960’s and Chevrolet has the halo of the Corvette. No one can deny the Ferrari’s of the 1960’s – all of them are classics not since repeated. These cars are the winners at prestigious car shows and will likely grace the fine cut grass of Pebble Beach and Amelia Island for years to come.

Porsche has been so successful that they have multiple Golden Ages where their entire line-up shines and missteps were few. The following sections look at the best, not necessarily the most significant. 1964 had the first 911 and 1975 introduced the Turbo. Both tremendously groundbreaking achievements, but few would argue they were the best versions to drive and enjoy decades later. Here are the Golden Ages of Porsche when their finest automobiles were produced for the public:



1957 - 1958

When one closes their eyes and pictures a 1950’s Porsche they often recall the lines of a 356A Coupe. The quintessential look of the Porsche 356 is on display in 1957 and 1958. The Speedster is a crowning jewel in the Porsche crown achieving legendary status among drivers. The 356 earned its stripes through competition and put Porsche on the map. The lines of the 356A Coupe brought the model to its most elegant and memorable state. The 4-cam variations of the 356 from 1957 and 1958 transformed the car into the supercar of its era. The Porsche 356 would continue in various forms for a few more years, but was at its prime fighting weight in 1957 and 1958.

1967

In 1967 Porsche unleashed its performance 911 on the public – the 911S. This brought the 911 Coupe into the sports car class where it belonged. The 1967 911R is the prime example of Porsche's first attempt at making the 911 extreme. They were not likely to be spotted at your local drive-in, but raised the bar to a new high and dragged along the rest of the 911 line-up to share in the success. The Porsche 912 also was at its finest in 1967 with both coupe and soft-window variations. Future years of the 912 would see compromises to styling and performance. 1967 was a special year.



1972-1973

This period could be argued to be the most significant and important time in Porsche product history, to date. If one had to pick a single Golden Age of Porsche, 1972 and 1973 would be it. The legendary 911 Carrera RS was born. Often considered the best driving 911 ever produced, the RS and subsequent RSR racing cars took Porsche to the next level of racing dominance. Porsche's bench was deep throughout 1972 and 1973. Every model was great. The 914-6 was a strong performer and carried that model to its peak success. The entire 911 line-up, including the 911T, 911E and 911S were flawless and could not be improved upon. The products were strong and quality was high. They all still deliver wide smiles for drivers to this day and epitomize the early 911 experience that so many seek.

1987-1989

The Poster Cars of the 1980's are not complete without the Porsche 959 and 930 Turbo. Probably the second best era of Porsche products came from 1987 to 1989. The cars were great on power and customers desiring exclusivity could still get truly "special wishes" from the factory. The Porsche 959 is a technological mountain of ingenuity. Never has a car been so many years ahead of its time. This was the birth of the modern "Supercar." Every manufacturer since has attempted to replicate Porsche's formula. Years of investment in racing technology were now paying off in huge dividends. The 930 Turbo reached the end of its glory in 1989 and likewise achieved legendary status. The 1989 Speedster brought back the glory of the 356 and may be the first example of a retro design that reached the same pinnacle as the original. The entire 911 lineup and 944 Turbo S shine greater than their predecessors and end a long running era of 911 design on a high note.



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1994

The year of 1994 stands out all by itself. The year is filled with wonderful variations of some of the finest styles of 911. This was an expensive production era resulting in few examples being produced. It can be difficult to find a great 1994 964 for sale at any price. The 3.6 Turbo was both powerful and striking. A one year production made the model exotic and desirable. The 1994 Speedster, RS America and C4 Widebody are all bright spots that set the year apart from others. The 1994 928 GTS also brought the 928 model to its peak performance and cemented it into a grand touring legend over 15 years after its inception. It is hard to believe that just five years earlier the Porsche product line was essentially redesigned. In a few short years they already achieved great results.



1997-1998

This era will likely be the last chapter in volume one of the “Porsche Book” a hundred years from now. It marks the divide between “classic” and “modern.” The 993 model was the last home for the air-cooled engine. Porsche squeezed the last drop of performance from the technology. The 1997 Turbo and Turbo S live in a class by themselves. The styling of the 993 is sleek and could only have been designed by Porsche. Pictures of the wide-body C2S do not do it justice. One must see this art in motion to truly appreciate how the car moves through the air and the light reflects off the angles of the body. The 993 was still relatively small in stature – as the 911 was originally designed to be. The 911 would only get larger in size from here on. The 993 is highly sought, not just because it is the last air-cooled 911, but also because it is daily drivable by today’s standards. It is the bridge to the future of the modern 911. Roughly 35 years after the 911 was designed, the 993 still held close to its roots – but that was about to change. In a 993, the radios work well, the air-conditioning blows cold air and the cars are exceptionally reliable. You can drive a 993 every day and be satisfied while still getting that old world feel.



2004-2005

2004 and 2005 seem like yesterday. While it is still a little early to tell, it is likely that the cars of these two years will continue to grow in appreciation. The 996 GT3, Carrera GT and 996 GT2 have made positive moves among drivers and collectors. Their performance numbers are strong and design elements pleasing to the eye. They are all cars that reward the driver who is skilled and punish those who lack attention. The Turbo, Turbo S and C4S all stand out among the era. They offer great driving fun and stellar performance. Now that the 996 bugs have been worked out by most owners, this era represents a new generation of 911 for the modern era.



2011

2011 brought us the GT3 RS 4.0, Speedster, Boxster Spyder and Cayman R. Each an exceptional vehicle. They represent milestones in the individual model's life. The RS 4.0 is the end of an era in engine technology. The Speedster with its limited production always garners respect. The Boxster Spyder and more importantly the Cayman R show Porsche's hand with respect to the direction of the company in the future. These two models represent the beginning of what has now blossomed into important performance lines for Porsche with the 718 Cayman GT4 RS and 718 Spyder RS.

2018

The year of 2018 would have been special based on the GT2 RS alone with its record setting performance that ruled the world for years after. It was such a dominating vehicle that broke many track records around the world that it also spawned a Clubsport and exclusive 935 Moby Dick version. The technology from the GT2 RS has since trickled down into many current Porsche products. In 2018, the Macan is a strong performer within the line-up and sales are demonstrating to the world that Porsche can design an SUV that drives like their 911.

Future Prediction: 2023

Anniversary years have always been a time for Porsche to release many special vehicles to the public. 2023 is proving to be this example. Porsche has so many special performance vehicles. The year, so far, has brought us the off-road capable 911 Dakar, the timeless Sport Classic, the GT3 RS with its enormous wing, 718 Cayman GT4 RS, 718 Spyder RS and even the Cayenne GT. Taycan's are selling fast and performance will only get better with time. Porsche is delivering vehicles with awesome performance and while many of these models are difficult if not near impossible to get at the dealer at any price, they show us that Porsche is not letting up anytime soon.

It takes a quarter of a century to determine the importance and status of an automobile. Some cars take longer if they are not an established brand or model. Some get lucky and hit their stride in ten years. These “Golden Ages” happen because the ideas of the manufacturer and the buyers line up completely. They give us what we want! The concept seems so revolutionary. However, all too often automobile manufacturers are cramming products down our throats that compromise and leave us desiring more. Porsche is leading the way, having never wavered from the original idea of what a sports car should be – performance with style. DV



TECH TACTICS EAST IN EASTON, PA

STORY BY AND PHOTOS BY HUGH DAVIS

This is a story of personal improvement and discovery – or, I went to Pennsylvania and came back with a cool t-shirt!

Hopefully most of you reading this have participated in one or more of our regional events in prior years. If not, you're missing out.

I attend whenever my personal schedule allows, and the people I've met along the way have been amazing. The chairpeople, volunteers and participants make each one an unique experience. From the drive and dines to the club race, a good time is guaranteed for all.

But the PCA national events are a different plateau to discover. Tech Tactics East has returned to the Easton, Pennsylvania location after missing the last two years because of Covid restrictions. On February 18 and 19 the doors were open to 250 club members (125 each day) at the Porsche Logistics Service warehouse and training center. (If you want to view the videos of the event demonstrations just go to YouTube and pull up PCA Insider or Tech Tactics.)

Vu Nguyen and all the insiders were there, along with newly elected national National President, Aaron Ambrosino, and Porsche Value Appraiser, Nathan Merz. A special guest from Porsche AG was Chrisoph Klockow, project director of the 911 Dakar Rallye package, for which he presented an overview to the group. Michael Tam gave an overview of the new 911 GT3RS improvements. Both cars were on hand, on lifts, if you wanted to sit (not drive) in them or look at the undercarriage goodies. Yes, both are truly impressive and beautiful. Carbon fiber in large portions? Yes, please.

The other speakers were Charles Navarro of LN Engineering; Lake Speed, Jr. of Speediagnostics; PCA training instructor Rolf Kittlitz; Pedro Bonilla, National adviser on Boxster/Caymans; George Beuselinck and John Paterson.

A light breakfast of coffee and pastries was provided at check-in with optional placement of your 1:18 scale die-cast for the mini concours field. Mine was a silver 2003 911 GT3 that lost out to another 911 in blu. A guided tour of the warehouse facilities followed lunch.

The real heroes are the managers and staff of the training center, who made this possible. Everyone was friendly and approachable, ready to answer questions or converse on any topic. Are our dealerships' technicians well trained? Yes, without a doubt. The building is admirable on its own. It opened in October 2009 at 130,000 square feet, with an expansion of 70,000 square feet in 2021. The general contractor strove for a low impact on the environment, resulting in a 45 percent reduction of energy usage for a structure of its size. Nice.

After the 3-1/2 hour drive back home to northern Virginia, I reflected on the events of the day and looked into the swag bag I received on departure – to find among Porsche-related items a nifty t-shirt with a yellow 911 GT3 RS silkscreened on the back. Thank you, PCA. DV



A selfie with Christoph Klockow, project director of the 911 Dakar Rallye package



The corner of the huge facility in Easton, PA



Ein Motor!



Some very interesting aerodynamic devices adorn this beauty



PCA in San Juan Puerto Rico

It Seemed Like a Good Idea at the Time!

STORY BY AND PHOTOS BY MADHU AND ROSHNI RAO

PCA Zonefest Group Dinner
Potomacans Roshni and
Madhu Rao

Ah yes, the Princess Cruise Line. That very same line that was featured in the TV show, “The Love Boat.” We, more specifically I, had fond memories of the show and the actors.

So when we saw the Princess booth at the Poconos last year we entered their sweepstakes raffle for a free cruise.

However it was at Treffen Bend that I realized just how special the inaugural PCA Zonefest 1 at sea was to be – with the specialty themed events, esprit d’corps with other Porsche

Club of America friends and the (hopeful) promise for warm weather in the Caribbean. And what was I going to be doing anyway in New York City (our current home) between November 10-16? Nothing that couldn’t be postponed until later...As I said, it seemed like a good idea at the time.

While our fellow Potomacans and New Yorkers were besieged with some cold weather in December, we were very fortunate to have been able to enjoy the unsurpassed Princess Cruise Line hospitality, exceptional dining and beverage selections, and the fun of being with other PCA members at the inaugural PCA Zonefest Cruise. This event was part Parade, Treffen, party, and ‘dive’ and dine event. What fun it was!

We consider ourselves to be very fortunate to be a part of PCA and their events, to own a Porsche, and most importantly to have made many friends in PCA, especially in the Potomac Region since we joined in 2021. My wife, Roshni, and I highly recommend taking part in the next “Treffen at Sea” in December. (Scan the QR code for more info.)



What seemed like a good idea at the time, turned out to be a great event in the end! DV



Meet the Experts Panel Discussion



Porsches & Pastries, shipside in Old San Juan, Puerto Rico



Amazing Treats Onboard The Regal Princess

Here's a quick synopsis of the key events of the cruise we enjoyed immensely:

DAY 1 10th December, Embarkation Day, Fort Lauderdale, FL

- All aboard the Regal Princess Cruise Ship at 4pm.
- PCA attendees had the entire forward area by the pool closed off for a fun sail-away party that set the stage for a great cruise.
- Special PCA guest, Ms. Jill Whelan, who played Vicki Stubing (the Captain's daughter) on the Love Boat TV show welcomed us all.

DAY 2 11th December, at sea headed toward St.Maarten

- Meet the Experts seminar featuring Nathan Merz, Tim McNair, Ramsey Potts, and Vu Nguyen discussing classic car restoration, detailing and information resources. There are some dedicated and smart experts, and cruise attendees, at this event. They'll forget more than I will likely ever know about Porsche(s).
- Porsche Diecast Model Concours (at sea). Some impressive vehicles participated in this wonderful event. Probably the only way I will ever get my hands on a 959!

DAY 3 12th December, at sea headed toward St.Maarten

- Seminars by Tim McNair (Pebble Beach Detailing Secrets) and Ramsey Potts (Porsche Models at Auction) made me appreciate the hard work of detailing for concours and the growing value of Porsche vehicles in the marketplace.

DAY 4 13th December, St. Maarten

- St. Maarten is a Caribbean paradise. With beautiful coastline and mountains, this island offers some amazing photo ops.
- One of our "bucket" list items was to visit the Princess Juliana airport in St. Maarten and watch the flights land just over our heads at the Runway Beach Bar. It is an incredible sensation and worth visiting if you are there.

DAY 5 14th December, St. Kitts

- Another beautiful island, St. Kitts is in close proximity to St. Maarten. We enjoyed visiting the Brimstone Hill Fortress National Park (<https://brimstonehillfortress.org/>).
- From here we were rewarded with multi-island viewing vistas and some very interesting history about this Fort and surrounding areas. Here we met with many other PCA members who remarked at the natural beauty of this island.

DAY 6 15th December, San Jaun, Puerto Rico

- With our cruise ship, The Regal Princess, pulling up right into the Old San Juan area, we met up with the local Puerto Rico PCA chapter for "Porsches and Pastries" – with delicious espresso coffee too! It was very nice that the local chapter took time to drive many of their Porsches right down to the cruise port area. It was quite the event as guests from other cruise ships stopped by to take a look at some beautiful cars.
- First PCA group dinner. A great event to make new PCA friends.

DAY 7 16th December, Grand Turk, Turks and Caicos

- Another great seminar from Nathan Merz, "I've Loved and Lost Many Porsches," to understand the trends and values associated with the Porsche model range. So maybe I just might be able to afford a 968 Turbo, some day.
- PCA and Princess sponsored a dedicated fun zone in Grand Turk with music and games at a nearby beach, which was a lot of fun.

DAY 8 17th December, at sea heading toward Fort Lauderdale

- After a week onboard and making new friends it was time to set sail for Fort Lauderdale.
- The highlight of the event was the PCA Zonefest Wrap Up Party event. Honestly, my mind is still a little foggy after all the fun we had that night.

DAY 9 18th December, Fort Lauderdale

- We disembarked, said our goodbyes to our new friends, and flew back to New York.
- Good thing the PCA team recorded many of the highlights from the cruise so you can see them.





THE UPSIDE AND LOWDOWN ON DASH CAMERAS

STORY AND PHOTOS BY MARK MILLER

Dash cameras are a category that may finally be getting their due in this country. In many countries such as the UK and Canada, the adoption rate for them is significantly higher. It does seem that as more and more people realize that telling the truth seems to be more optional these days, having video to back up your claims is important. It can prove your innocence while also applying blame to the proper party. Imagine this scenario; you are in an accident with another vehicle. The driver admits fault to you in person, but when you decide to call

the police, their story instantly changes. So imagine the benefit of showing the authorities what really happened BEFORE any tickets are written? It can save you lots of headache, time, and expense. So let's explore some different technologies and important things to consider when making a purchase.

Odds are, if you are reading this article, you probably did not buy the optional Porsche unit when ordering your vehicle. So now you have some decisions to make. Do I want a camera with

only a forward view, or do I also want a rear facing model as well? Some folks may even want an interior facing camera so it can record someone breaking into their vehicle or assaulting the occupants. If you own a cabrio or newer targa, a rear facing option is probably out as you don't have a stationary rear window to mount the camera itself. I like to have a rear facing camera when possible in case my vehicle is hit from behind. It can often record the tag number of the offending party, assuming they had a front tag installed.

When it comes to price, camera systems can be as low as \$19.99 and go into the several hundred dollar range. I can tell you that as of the time of this article being published, quality systems begin in the \$300 range before installation. What are the biggest differences? Quality is the first part of the equation. Low dollar units are not well made, so reliability can be suspect. The second factor is image quality. The lens makes up a big part of the cost, so cheaper units tend to do a poor job letting you read license plate numbers or other important details. Especially when it is dark outside. So what good is it to have a dash camera if the images you capture aren't usable? I think you get the point. Some systems are front only based with options for a rear camera or interior camera.

You also want to buy the largest MicroSD card that the unit can handle AND buy one that is a Class-10 design and good for active use purposes. They are only a little more expensive, but again, if you end up with a corrupted card, you are out of luck.

Some camera models have built-in WIFI to allow you to connect to them with an app on your phone. It allows you to change settings and view content. Other models allow you to connect to the vehicle's hotspot so you can see what is going on live, assuming the camera and WIFI are active at that point.



Some camera models have built-in WIFI to allow you to connect via a phone app, change settings and view content.



phone for settings, you often change them using the small touchscreen on the back of the forward facing camera. Since you will rarely change a setting, this option may be better than you initially think. The really inexpensive units typically require you to use extremely small buttons with no screen and to say it is frustrating would be an understatement.

Once you have decided to buy a dash camera, I highly suggest buying it from the same place that is going to do the install. That way, they can do the initial set up for you and guide you through any operational questions. And should an issue ever come up, it is the same dealer that sold you the unit and performed the labor. Depending on the vehicle, we often allow 2-2.5 hours to install a unit assuming a rear camera is being utilized.

At my company, Westminster Speed & Sound, we have been installing these units since the category began. We have found models from BlackVue, ThinkWare, and Momento to be the best products on the market. We sell two of these brands ourselves. This article is about sharing knowledge I have gained over my 37 years in the vehicle technology business with the fine folks at Potomac. Porsches have been a passion for me for a long time and has led to me owning three models at the moment. I was also honored to be a part of the last Tech Tactics Live show at the end of 2021 where dash cameras were a primary topic. I look forward to meeting all of you as I do my best to get more involved. Should you have any questions for me, feel free to send me an email at mark@WestminsterSpeed.com. DV



ON THE VERGE: A NEW GOLDEN DAYTONA 2023

STORY AND PHOTOS BY KEN MARKS

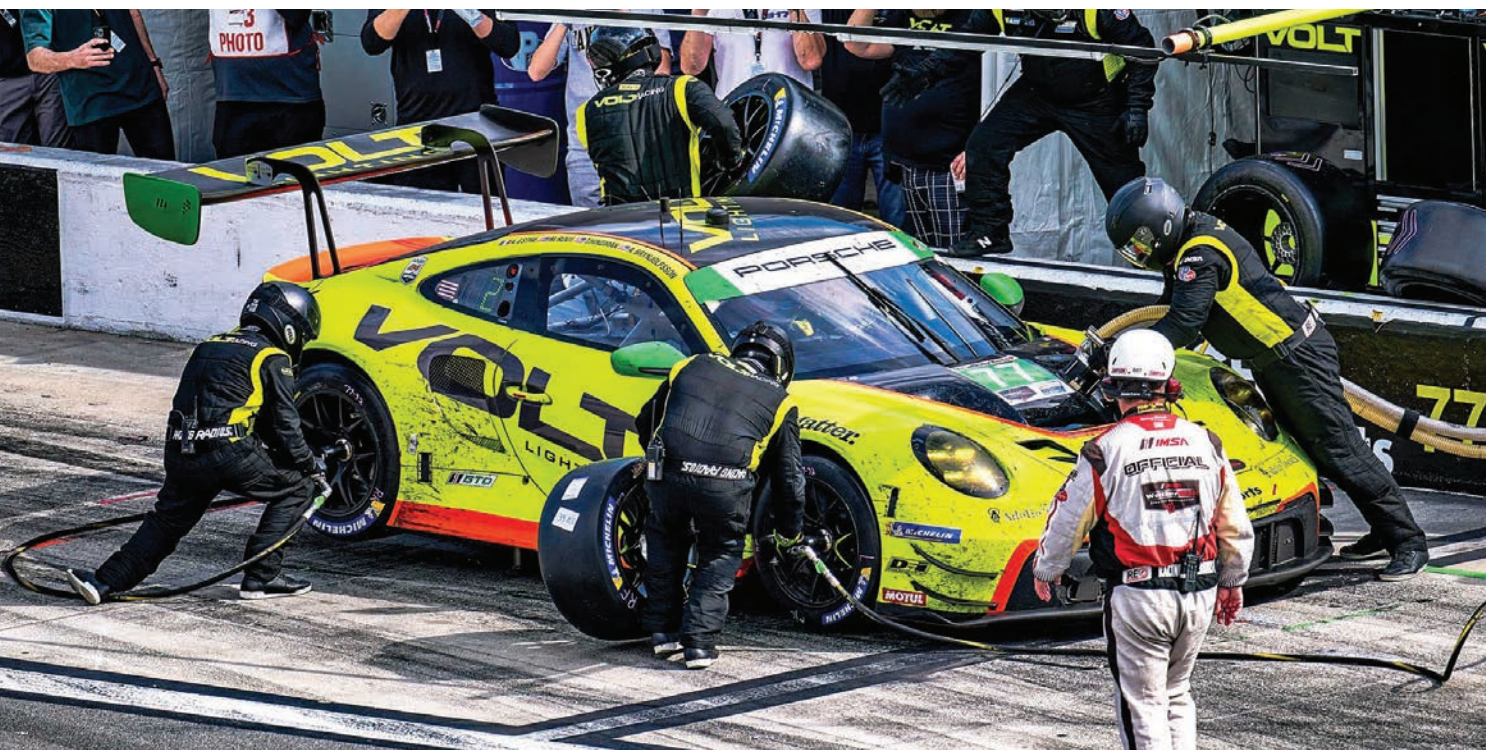
We are on the verge of a new Golden Age of sports car racing! It has been quite some time since so many car manufacturers were present for an endurance race. In the top prototype class (GTP) Acura, BMW, Cadillac, and Porsche all were present with 2 cars each in the Le Mans Daytona Hybrid class, also known as LMDh. Presidents of Ford and General Motors were present to watch, as well as many Porsche executives and, reportedly, at least 3 Porsche board members. I saw several caravans of black GM Suburban limos with police motorcycle escorts. It seems car manufacturers are once again paying attention to sports car racing.

Having been to the Rolex 24 many times since 2009, I have never seen such large crowds. The spectator grid walk was packed. I did not even attempt to do it. The banking had people everywhere. Daytona International Speedway has lots of seating, mainly to accommodate the Daytona 500 crowds. Many of the seats were occupied for the Rolex 24 too, especially near turn 1. I have never seen the grandstands so packed for a sports car race at Daytona.

I mentioned that the GTP cars were LMDh hybrids. They are all powered by an energy store, which includes a battery,

designed by Williams Engineering. Between the energy store (and battery) and ICE (internal combustion engine), power is limited to 670 HP. The BMW cars are powered by a V8 engine pulled from its existing engine inventory, the Cadillac cars are powered by large cubic inch (5.5-liter displacement) normally aspirated V8s, the Acuras by 2.6-liter displacement turbo charged V6s, and the Porsche 963s use twin turbo 4.6-liter V-8 engines with a redline of 8550 RPM. Only the Cadillac 5.5-litre engine was purpose built for IMSA competition. Dallara supplies chassis for BMW and Cadillac. Porsche has teamed up with Multimatic to create the 963. Acura uses an Oreca chassis. All told, there was a showcase of technologies in the GTP class.

There were also changes in the GT classes. The pro and amateur classes have been combined into the GTD class starting in 2023, with the professional drivers in GTD Pro and the rest in GTD. Instead of the usual 2 cars, Corvette only entered one car in GT Pro. Porsche introduced its new GT3R (992) cars in GTD. In qualifying, the GTD Porsches were consistently 2 seconds slower than the rest of the class, largely due to Balance of Performance (BOP) adjustments. Before the season began, the prediction was that the GTD



AGE OF RACING?

Porsches would be faster and so IMSA hampered them by a range of adjustments meant to slow the cars. Unfortunately, the Porsches were slowed too much and IMSA chose not to adjust the BOP to give the Porsches more speed prior to the Rolex 24. Instead, some argued that the Porsches were simply “sandbagging”. As a result the Porsche GTD cars suffered.

Porsche’s 963 cars were entered by Penske Porsche in a hopeful return to the days of the Porsche RS Spyders that dominated IMSA for more than 2 years. But the best the 963 could do in qualifying was second to the Acura of Tom Blomqvist. Nick Tandy in one of the 963s had a shunt during qualifying and had to slot in near the back of the GTP grid for the race.

The Historic race held before the Rolex 24 was a showcase of a group of very special cars, including many Porsches. Many cars of historic value were entered in the event. In the future, I will be sure to watch the Historic race more closely.

By the time the Rolex 24 commenced, many were saying that no one knew if the GTP cars would even last the entire 24 hours. It was like a return to the past when many competitors were not sure their cars would make it to the end. This

sentiment was pervasive among the teams. Several teams had not tested their GTP cars a full 24 hours. In typical Penske Racing fashion, the Porsche 963s had run a 36-hour test at Sebring. The Acura cars had tested the least. But two teams were running them, Myer Shank Racing and Wayne Taylor Racing.

Once started, the Rolex 24 was a feast for the eyes. The night sessions were a kaleidoscope of colors. The excitement was there as well, throughout the race and the classes. In the closing laps, Nick Tandy successfully unlapped himself in the # 6 Porsche GTP car (from 2 laps down due to reliability problems). He was closing rapidly on the leading Acura and Cadillac when he had a gearbox failure. This would put him out of the race, but he was able to return to the pits under electric power. So, reliability was an issue, but only for the BMW and Porsche cars.

I will not give a full race report here since there are many places to read about it or see it over streaming services. I will say that there was a stirring ending. The GTP race was won by the fast Acura #60 of Tom Blomqvist (Myer Shank Racing) followed by the Acura #10 of Filipe Albuquerque (Wayne Taylor Racing) and the Cadillac #01 of Renger van der Zande.



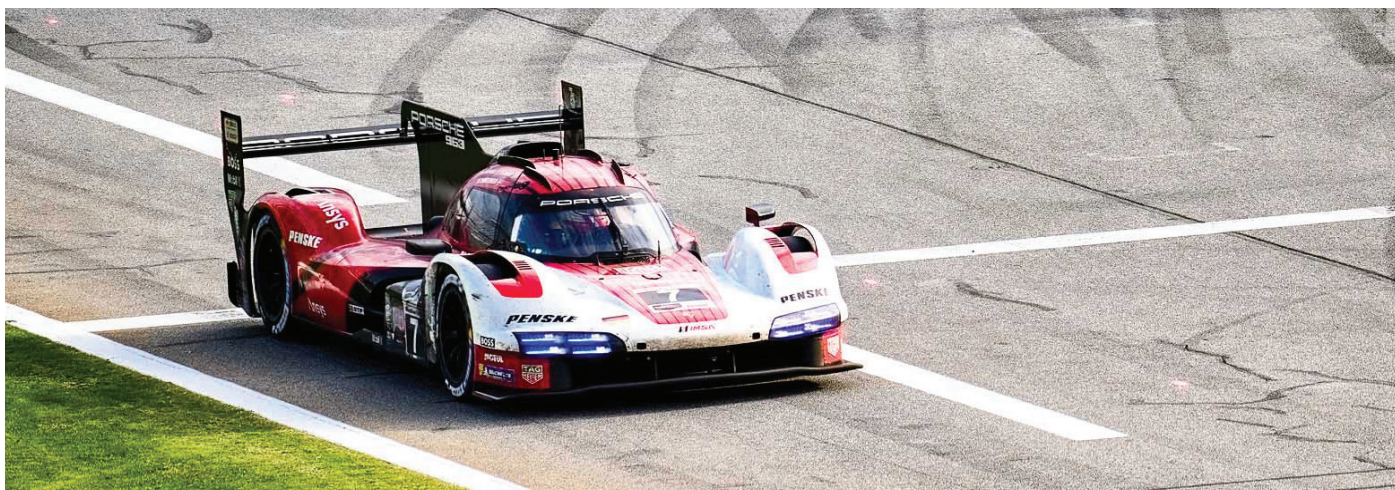
GTP Class - Prototype Cars

While watching the highlights on your streaming service or DVR, you can't miss the LMP2 ending that saw the #55 Proton Oreca of James Allen bump Ben Hanley out of first place in the CrowdStrike Racing #4 for the win. The margin of victory was 0.016 sec.

The GTP Porsche #7 of Matt Campbell finished 7th after having problems early on in the race and being forced to replace the energy store. As mentioned earlier, the Porsche #6 GTP of Nick Tandy suffered a gearbox failure (and returned to the pits under electric power) near the end of the race after mounting a spirited run to the head of the field. The highest Porsche GT3R in GTD was the #5 GTD Pro car of Patrick Pilet finishing 5th. The Heart of Racing Aston Martin #27 won GTD overall, beating even the GTD Pro teams for the win. The

winning GTD Pro was the #79 WeatherTech Mercedes-AMG GT3 fielded by Proton Competition in Cooper MacNeil's final attempt to win a Rolex watch (his 13th try).

I am planning on returning next year and am looking forward to the Penske Porsches ironing out their reliability and speed problems. In 2023, the Penske Porsches will be joined by JOTA Sport, JDC Miller Motorsports, and Proton Competition in customer 963s. I believe we are entering a new age of sports car racing and I want to enjoy every minute of it. Although we will get a glimpse at the Sebring race, I can't wait until Le Mans 2023 to see how the IMSA LMDh cars do in direct competition against the World Endurance Competition Le Mans Hypercars from Ferrari, Toyota, Peugeot, and Glickenhouse. DV



The GTP Porsche #7 of Matt Campbell



963 LeMans Daytona Hybrid



The World Center of Racing

FEB - MAY
2023



New Potomacans

FEBRUARY

ADI ARORA

2015 Cayman S
from Arlington

AARON BIELERT

2007 911 Carrera S Cabriolet
from Sterling

KEITH BLOOM

2006 911 Carrera
from Alexandria

SCOTT BOWMAN

2003 911 Carrera 4S
from Frederick
Transfer from Silver Sage

MICHAEL BURLEY

2018 Panamera
from Frederick

MARK COLLINGWOOD

2008 911 Carrera 4
from Chantilly

ANDREW DANFORTH

2023 718 Cayman GTS 4.0
from Chantilly

LOUIS DIRIENZO

999 Boxster
from Great Falls

CHARLES GREENOUGH

2007 Cayman
from Leesburg

MICHAEL HANSEN

2003 Boxster
from Hagerstown

LEO HERGENROEDER

2021 Cayenne
from Middleburg

SCOTT HUFF

2022 718 Boxster GTS 4.0
from Hollywood

DOUGLAS ICHUJI

2023 Taycan
from Front Royal

TOM KENNEDY

2020 Panamera GTS
from Oakton

EDMUND LIAN

2013 Panamera GTS
from Mclean

DHEERAJ MANJUNATH

2016 Macan S
from Clifton

MICHAEL MASSARO

2020 Panamera GTS
from Boyds

BRANDON MAZUR

2023 911 Targa 4 GTS
from Bethesda

CHRISTOPHER NAUGHTEN

2002 911 Carrera 4 Cabriolet
from Colesville

DOUGLAS NOVINGER

2017 718 Cayman S
from Burke

LEE ODESS

2022 Cayenne Coupe
from Bethesda

MARK PHILLIPS

2006 911 Carrera 4S Cabriolet
from Falls Church

THOMAS RADTKE

2011 911 Carrera S Cabriolet
from Reston

ROLAND RAMDASS

2017 911 Carrera S
from Winchester

ERIC RIDDLEBERGER

2016 911 Targa 4 GTS
from Marshall

FREDERIC RIVERS

2008 Cayman
from Upper Marlboro

ALEX SOLLIMO

2014 Cayman S
from Reston

JUAN ODIN SUACO III

1999 Boxster
from Brambleton

JEFF TEXCELL

2012 Cayman R
from Alexandria
Transfer from California Inland

MARCH

DARREN AVERSA

2018 911 Carrera Cabriolet
from Washington

TREVVA BARR

2017 Macan GTS
from Alexandria

SEAN BASSAM

2014 911 Turbo S
from Chantilly

JOSHUA BLASDELL

2005 Boxster S
from Reston

MARC BRODERICK

2014 911 Carrera
from Fairfax Station

WICKHAM CHEN

2021 718 Cayman GT4
from Leesburg

JAMES DEVINE

2010 Panamera 4S
from California

JOSEPH GARDEMAL

2018 Panamera 4S
from Darnestown

STEVEN GHABEL

1967 912 Targa
from Mclean

NAVID GHATRI

2012 911 Carrera GTS
from Reston

NICOLE GOBERDHAN

2016 Cayenne S E-Hybrid
from Silver Spring

BRANDON GUZZONE

2018 718 Boxster GTS
from Rockville

ROBERT HAMM

2023 Taycan GTS
from Middletown

GARY HELMINSKI

2023 Taycan
from Chevy Chase

VERNON HOOD

2001 Boxster S
from Dumfries

HUNTER HRAB

2014 Cayman S
from Alexandria

MICHAEL JENSEN

2016 Cayenne S
from Fredericksburg

DAVID KAY

2016 911 Carrera S
from Leesburg

ROBERT KROP

2015 Boxster
from Frederick

JOHN MARTIN

2023 911 Carrera 4S
from Vienna

VICTORIA MCVEY

2021 Macan
from Reston

JACQUES METAYER

2017 718 Boxster S
from Bowie

TANNER METZMEIER

1998 Boxster
from Sterling
Transfer from Kentucky

LYNDA PEJIC

2013 Boxster
from Leesburg

EMILY PORTER

2009 911 Carrera 4S Cabriolet
from Alexandria

JON POUDEL

2016 Cayman S
from Falls Church

EVAN REGAN-LEVINE

2021 718 Spyder
from Alexandria

WILLIAM REINE

2018 718 Cayman
from California

DANIEL REINITZ

2008 Cayman S
from Alexandria

JOHN RICHTER

2006 Boxster
from Springfield

ANDREAS SCHMIDT

2015 Panamera GTS
from Ashburn

MICHAEL SNYDER

2014 911 Carrera S
from Burtonsville

MARCH (CONTINUED)

BENJAMIN ST-JUSTE
2021 911 Turbo S
from Reston

SCOTT THOMPSON
2023 911 Carrera
from Gainesville

EVAN TURNER
2023 718 Cayman GTS 4.0
from Reston

QUY VO
2016 911 GT3
from Manassas Park

ROBERT WERTH
2017 718 Boxster
from Alexandria

RENEE WHALEN
2023 911 Targa 4 GTS
from Laytonsville

TONY WU
2022 Cayenne Turbo S E-Hybrid
from Springfield

ZHENYI YANG
2019 Cayenne S
from Fairfax

APRIL

TYRONE BRISTOL
2016 Macan S
from Baltimore

RUSHI CHALLA
2023 911 GT3
from Vienna

KELLY CHILDRESS
2021 718 Cayman GT4
from Oxon Hill

ALEXANDRA DASTJERDI
2018 Macan
from Winchester

CHRISTINA DUFFY
2023 Cayenne GTS
from Arlington

RYAN GAVIN
2012 Cayman S
from Arlington

AHMED GHARIB
2023 911 GT3
from Bethesda

SAMUEL GORGAS JR
2017 Macan
from Fairfax

RICHARD JOHNSTON
2007 911 GT3
from Great Falls

SWAIZ KHAN
2022 911 Turbo S
from Laurel

DON LEDWIG
2008 Cayenne
from Arlington

JEFFERSON LIN
2021 718 Spyder
from Great Falls

JUAN MARTINEZ GARCIA
2005 911 Turbo S Cabriolet
from Lusby

JAIDEEP MATHAI
1999 Boxster
from Fairfax

JAMES MOXLEY
2007 911 Carrera
from Manassas

IRENE O'HARA
2020 718 Cayman S
from Gainesville

NEAL OLESKER
2021 Taycan 4S
from Vienna

DARRYL SHAW
2019 911 Carrera T
from Leesburg

YI SUN
2013 911 Carrera
from Herndon

MICHAEL VAN ARSDALL
2022 718 Boxster
from Washington

PHILIP WARRICK
2017 911 Carrera 4S
from Mclean

MAY

ROBERT BOKMAN
2012 911 Carrera S
from Rockville

CHRIS BOYER
2012 911 Carrera S
from Bethesda

WILLIAM BUCK JR.
1995 968
from Arlington

GUILLERMO CHRISTENSEN
2020 911 Carrera 4S
from Arlington

CRAIG GEISER
2008 Cayenne Turbo
from Springfield
Transfer from Las Vegas

CHARLES GEORGE
1989 944 S2
from Woodbridge

ARI GHOSAL
2022 911 Carrera S
from Bethesda
Transfer from Chesapeake

GRETCHEN HEIMANN
2007 Cayman S
from Sterling

MORANI HINES
2011 Panamera 4S
from Washington

CHRISTOPHER KENT
2018 911 GT3
from Washington

RONALD KINSEY
2021 718 Cayman GT4
from Bethesda

DAVID LOGWOOD
2007 Boxster S
from Reston

NATHANIEL MCCOURTNEY
2016 911 Carrera S
from Frederick

JOE MISIK
2006 Cayman S
from Alexandria

CHRIS MITCHELL
2020 Macan GTS
from Hamilton

AARON PAISLEY
2006 Cayman S
from Arlington

THOMAS POWELL
2000 911 Carrera
from Warrenton
Transfer from Hawaii

MARK ROGERS
2020 911 Carrera 4S
from Herndon

MARK ROTARIU
2013 Boxster S
from North Bethesda

MICHAEL SCIORTINO
2002 Boxster S
from South Riding

GREG SWEARINGIN
2019 718 Cayman GTS
from Alexandria

PHILIP VAN DEN HOUT
2001 911 Carrera
from West Springfield

DANIEL VILOTTI
2016 Cayenne
from Washington
Transfer from Schattenbaum

NEW MEMBERS = 113

MAR - JUNE
2023



PCA Potomac Anniversaries

MARCH

5 YEARS

Mark Cecil
Sergey Mytsa
Mark & Jacqueline Devine
Kenneth Bershtein
Robert & Judith Jackson
Mark & Carol Spisak
Robert Simmons
Thomas & Jennifer Alldredge
Eric Grant
Bob Credle
Sean & Colleen Reiche
Terrence & Elizabeth Vesper
Justin Lawther
Niel & Laurel VanLandingham
Michael & Liesel Tavenner
G. Matthew & Emily Snyder
Rand Bass
Paul Thelen
Brian Clarke
J A Liverman
Arsalan Azarsa & Adele Chazin

10 YEARS

Dennis Shepherd
Jarrod Elwinger
Ronald & Mindi Flax
James O'Hara
Mark Salvador &
Rebecca Measday
Wendell Pope
Dusan Vujosevic
Daniel Epps
Tarek & Sirena Shamounki
Patrick & Tessa Gordon

15 YEARS

Phillip Winterfeldt &
Patrick Byrne
Jim Oster
Alan Slepian & Joe Meaney
Andrew Creane
Shawn & Camille Davis
Russell Koste

20 YEARS

Hunting & Hunting Davis
Michael & Erich Gelling
Kirt Bachman
Brian & Angela M. Phelan

25 YEARS

Michael De Crespigny
Walter Hamilton
Kenneth & Betty Hollander
Bob & Nancy Leins
Thomas & Sterling Wilson

35 YEARS

Steven & Lydia Timmins

40 YEARS

Bryan & Ken M. Byrd

50 YEARS

Dale & Rose Ann Carlsen

55 YEARS

Peter Clark
Walter Rhinehart & Lucas Lang

APRIL

5 YEARS

Neal McHugh
Jeff Maddrey
Dennis Collins
Andy Somerville
Ernest Fernandez

10 YEARS

Daniel & Nicky Pijuan
James Wallace
Kim Wallace
Timothy & Elizabeth Kutz
Max & Tricia Aronow
Gregory Jackson
Aric Moore & Karen Vamberi
James & Holly Moran
Scott Augenstein
Robert & Cindy Wheeler

15 YEARS

Justin Hughes & Heather Podnar
Edward & Marybeth Reynolds
Robert & Bill Conner
Daniel & Laurie Morissette

20 YEARS

Eric & Tania Monterastelli

30 YEARS

Aryan Azarsa

40 YEARS

William Love & Steve Wu
Eric & Kathleen Weisblatt

45 YEARS

Jorge & Rima Carnicero

55 YEARS

John Ryan

MAY

5 YEARS

Michael Lorino
Ed & Linda Concepcion
Dan Frohman
Colin Kimpel
Edward Jones
Dana & Michael Carlson
David & Stephanie Valeri
Greg Barnes
Tim & Linda Smith
Robert Benjamin
Charles & Kristin Onstott
Philip & Celestine Jones
David & Gretchen Welch

10 YEARS

Michael & Linda DiAndrea
Yinka Animashaun
Giulliano Camargos &
Leticia Oliveira
Anthony & Debbie LaCivita
Donald Widener
James Crowley &
Beatriz Ribeiro da Luz
Torge Gerlach
Gerard & Patricia Gager
Geoffrey Davis
William & Cathleen Phelps
Alex Shojaei
Matthew Osterhage
Ed & Debbie Hallahan
Peter & Jamie Brock

15 YEARS

Matt Mohseni & Brigitte Tricottet
Ted & Cindy Speck
Mark Nowicki &
Mackenzie McGrath
Tige & Elizabeth Savage

20 YEARS

Carlos Arroyo
Tracy & Susan Bryant
Jim Chapman
John & Jennifer Hanna
Shelly & Steve Heller
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Joanna Huddleston
Duncan & Charles Wilkinson

25 YEARS

Philip & Philip B. Dow

30 YEARS

Jerry Kurihara

40 YEARS

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Douglas & Jane L. Hanscom

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Matthew Weatherly
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 Mark Fortune
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20 YEARS

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DER VORGÄNGER

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

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

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

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

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

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

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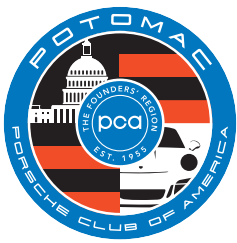
clubrace@pcapotomac.org

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Saturday July 15th!!

- Flagging & Grid
- Hospitality
- Emergency Vehicles
- Paddock
- Registration
- Scales & Timing

See pcapotomac.org/activities/club-race





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Woodbridge, VA 22192

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Permit No. 339
Winchester, VA

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