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OF AMERICA, INC.

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INSIDE BACK COVER

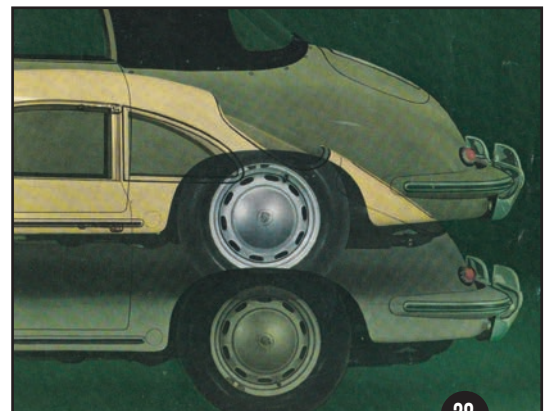
Lifetime Membership Award:
Dan Rowzie
By Alan French

COVER PHOTO

A passing storm and Fourth of July fireworks at sunset in Harrisonburg, VA provide a colorful backdrop for the Targa 4 GTS. Photo by Ted Hovis.

BACK COVER

Sandy van Leen, Instructor, Club Racer and Potomac club member since 1993 at Pitt Race in June in his 1973 911 sporting 993 bodywork! Photo courtesy Etechphoto.com.



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Welcome Aboard!



Steve Grumbach
Editor

I am thrilled to tell you Jason Aldag has joined Der Vorgänger as Co-Editor. After 15 years at The Washington Post, Jason is looking forward to bringing his love of storytelling and passion for Porsche to our publication. Since leaving The Post at the end of last year, he has embraced his enthusiasm for all things automotive. He's been a member of PCA Potomac for more than a year and is the proud owner of a 2003 996 Carrera.

Jason has produced award-winning videos and multimedia projects for nearly every section of The Post, including pieces on the Washington Ballet, the last space shuttle launch, and CIA drone programs. His work has taken him to unique locations, including North Korea, where he produced a series of video reports from the isolated

country. He's also a two-time, regional Emmy Award winner for his work at The Post.

A Boston native, Jason has lived in DC and Maryland since 2005. Before that, he spent nearly four years in Japan teaching English. Outside of his editorial pursuits, he enjoys golfing, though he admits he's more avid than skilled. Jason loves spending time with his wife and their 14-year-old boys, cooking dinner, and driving them to swimming and baseball practice.

He is eager to connect with fellow PCA members and ensure our newsletter reflects our vibrant community, showcasing how members spend their time with the club and keeping everyone informed, engaged, and enlightened. I'm confident Jason's enthusiasm, fresh



DV Co-Editor Jason Aldag

perspective, and journalistic savvy will make a meaningful impact on what you see on these pages – both large and small.

Welcome Jason aboard when next you see him at a Potomac event! DV



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Making New Friends

I have just returned from the monthly Maryland brunch at the Irish Inn in Glen Echo, Maryland in July. We got a break from the heat, so 30 of us sat outside at picnic tables next to the parking lot and were in constant view of our Porsches... very nice!

I saw a few folks I already knew, which is always great, but it was especially exciting to meet so many members for the first time. Since I am lucky enough to receive two advance hard copies of Der Vorgänger from our esteemed and humble Editor, Steve Grumbach (award winner), I brought one of them with me. I got there a little late (beltway accident, not unusual I guess) so almost everyone was already seated. When I waved the magazine at the group and asked them if they read DV regularly and if they liked it, I received a resounding "YES!!". I also

unabashedly made a pitch to see if some of the folks would like to attend PorscheFest next weekend. What a way to learn more about all the super fun things to do and super fun people to meet!

I had heard that many of the folks attending these brunches were new members, so I asked the group if this was a first-time brunch for any of them. It turns out that John Combs and his wife, Poly, were there with their daughter, Penelope, and it was their very first event with the club. Within the last month or so they had purchased a brand new 2024 911T. So, I thought, maybe we could come up with a unique way to welcome them to our fine club. This is where the advanced copy of DV comes into play. I suggested we all make a brief welcome note in this copy of DV, sign it, and then give it to the Combs family to


remember their first event with the Founders Region. Perhaps a new tradition in the making?!

I wish I had brought my second advanced copy because we could have awarded it to the family that traveled the furthest to attend the brunch. Alan Laing and his wife Susan were there with their daughter-in-law, all the way from Scotland! It's a long story about why they were there, but that's for another day. It turns out Alan and Susan will be attending PCA's Treffen at Sea - Alaska next weekend, so they will not be able to attend PorscheFest. If Treffen wasn't on the schedule, I have no doubt they would be at Summit Point in a heartbeat.

Let's all continue to make our region the most welcoming in PCA, and also the most welcoming car marque in the country!! DV





Don Mattran
President



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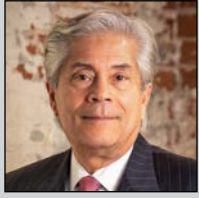
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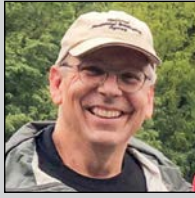
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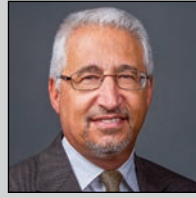
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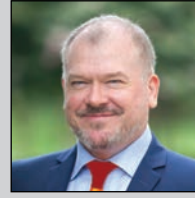
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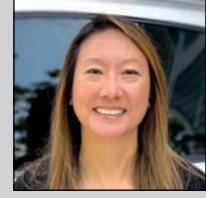
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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.

AUGUST



17 Community Service: Auction Item Drop-Off for Erin Levitas Foundation, Jessup, MD

3 Gathering of the Faithful, Mel and Mikey's Deli, Fulton, MD



25 Tire Rack Street Survival program, Washington Circuit - Summit Point Motorsports Park, Summit Point, WV



25 Rally: PCA Potomac & Chesapeake SUV Off-Road Tour and Rally, Springfield Manor, Thurmont, MD

Club Announcement

Open Club Leadership Roles

The success of our region is largely driven by our amazing volunteers. Helping friends and new members to learn skills and insights into our Porsches - while creating a fun place to be at the weekends - is enormously rewarding.

You may already enjoy being part of our volunteer community and want to share your technical, organization/program management skills, or your ability to wrangle and inspire members to experience the Potomac difference. In that case, we have opportunities for you!

We have several open leadership positions. Reach out to the following to find out more:

- **Historian Committee Member**, contact George Whitmore, historian@pcapotomac.org
- **Rally Chair & Vice Chair**, contact Alan French, secretary@pcapotomac.org
- **Webmaster Vice Chair**, contact Ron Flax, webmaster@pcapotomac.org

As the saying goes, volunteers don't get paid, not because they're worthless, but because they're priceless!

Thank you, all program leaders and volunteers. You make Potomac the best PCA region in the country.

SEPTEMBER



7 Autocross: PCA Potomac Autocross #6, Summit Point - Potomac Circuit, Summit Point, WV



8 Drive & Dine: Creek's Edge Winery, Lovettsville, VA



13-15 PCA Potomac, the Founders' Region, 2024 "Rock The Summit" Club Race, Summit Point - Main Circuit, Summit Point, WV

13-15 Community Service: Erin Levitas Foundation Auction at Club Race, Summit Point Motorsports Park, Summit Point, WV



28 DE: Fall High Performance Driving Clinic (Beginners), Summit Point Motorsports Park, Summit Point, WV

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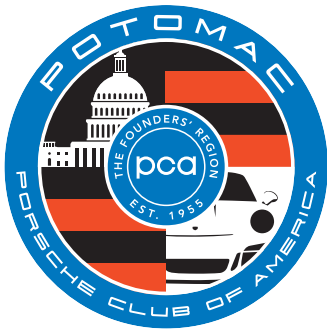
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Potomac Program Highlights

COMMUNITY SERVICE



Montgomery College Professor Mike Carretta, scholarship recipients Chris Austin and Jose Zuniga Santos, and Marcie Calcagno, PCA Potomac Community Service Co-Chair.

And the 2024 PCA Tool Scholarship awardees are....

STORY BY MARCIE CALCAGNO, COMMUNITY SERVICE CO-CHAIR

Jose Zuniga Santos and Chris Austin were selected as the recipients of the PCA Founder's Region Tool Scholarship for their academic excellence and demonstrated commitment to the automotive industry. They were presented with the scholarship on June 26, 2024. The scholarship recipients, graduating in December 2024, expressed appreciation for the scholarship, which will help with launching their careers as automotive technicians. In addition to their classes, both recipients are currently employed in the automotive field and will benefit from the scholarship to acquire the tools for their trade. As Montgomery College students in the Automotive Technology Program, Snap-On Tools will match the Tool Scholarship award from PCA Potomac, doubling the impact of this scholarship for the future automotive technicians.

Professor Mike Carretta, Director of the Montgomery College Automotive Technology Program, spoke of Jose and Chris as dedicated and hardworking students in the program.

Thanks to the generous donations from the PCA Potomac members, \$2,000 was raised for this 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 Jose and Chris, and to the PCA members that made this scholarship possible. **DV**



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CONCOURS



Pete Russell's unique "notchback" 1962 356B is a winner whenever on display. Photo by Bill Schwinn.

The People's Choice Concours at PorscheFest

STORY AND PHOTOS BY GARY SIDELL, CONCOURS CHAIR

On a sunny, bright, blue-sky day with screaming flat-sixes only 50 yards from our small, carpark location, the People's Choice Concours was held on Saturday of PorscheFest 2024. More than 100 people stopped by to view and vote for the eight curated cars. The Porsches were class winners or Grand Award winners of the Second Annual Founders Region Concours held in late April 2024. Many of the plastic plaques describing the cars flowered with green adhesive dots signifying votes.

Pete Russell and his 1962 silver 356 is a perennial winner of not only his class, but also Grand Awards. Pete has collected the most green dot votes in this Peoples' Choice Concours for at least the past three years. This year, as a result of his many prior awards, Pete graciously volunteered to forgo any trophy while he still collected, by far, the greatest number of green dot votes that decorated his descriptive plaque. And with that number of votes, there was no question his car was back in first place!



First Place: Gary Sidell's Ancona blue metallic 1975 914 2.0.



Terry Pao's 1996 white rocket Gunther Werks edition 993 finished second.



Charlie Stringfellow's 1967 Champagne Yellow 912.



Concours Co-Chair Percy White, Jr. poses proudly with his 1990 944 Cabriolet. Photo by Steve Grumbach.

Terry Pao's pearl white 1996 Gunther Werks modified 911 was close behind Pete's 356 in vote collection early in the day. However, due to other family commitments, Terry had to cut short his participation and head out early. Had he stayed until the bitter end, his vote total would likely have been the highest to qualify for First Place at the rate of votes collected. However, his total votes were high enough to qualify for Second Place behind Gary Sidell's Ancona blue metallic 1975 914 2.0 which took first place due to the many voters who had recollections of the 914 model from their youth. Rounding out the top three vote getters was Charlie Stringfellow's 1967 Champagne Yellow 912, another frequent class winner.

Despite our semi-concealed location near Chez Summit away from the day's main activities of cars zooming around the track, the number of viewers and voters was strong. We appreciate all those who took the time and effort to find us and review the cars to help pick those deserving of another engraved trophy on behalf of the Founders Region of PCA and the Concours Committee.

Congratulations to the winners! And we look forward to seeing you again next year with another crop of pristine and unique Porsche automobiles. DV



The mirror glaze from Percy White's 1990 944 caught the reflection of Concours Chair Gary Sidell and an admirer having a look at his 914. Photo by Percy White, Jr.



Daniel Huertas in a distinctive GT3 RS running in the Red Group Sunday morning. Photo by Steve Grumbach.

Driver Education (DE): Mid-Summer at Summit Point

**STORY BY BOB MULLIGAN AND SUSAN KIMMITT DE CO-CHAIRS
PHOTOS BY STEVE GRUMBACH AND ETECHPHOTO.COM**

Our yearly Mid-Summer DE event falls between our away event at Pitt Race in mid-June and our PorscheFest weekend at the end of July. Mid-Summer DE took place on July 5, 6, and 7 at Summit Point Main Circuit, our home track. This year, as last year, we welcomed an enthusiastic group of drivers and guests from the PCA NNJR (Northern New Jersey Region), who came to enjoy the hot weekend with us in West Virginia.

And it was hot! Interestingly, this coincided with an experiment: Drivers were permitted to keep their side windows up and to signal following drivers with their blinker lights, rather than their hands and arms. The age-old “windows down” dictum is intended to facilitate removing drivers and instructor-passengers from the car in the event of an emergency. But as in every other chapter of life, there



To beat the heat in the paddock Sunday, Potomacan Tommy Ivic employs “flow-thru” ventilation on his mini-bike. Photo by Kenny Kong.



Instructor Martin Harrison led classroom training for the Blue Group on Sunday morning. Photo by Steve Grumbach



At center, Mark Salvador, Chief Instructor in the Red Run Group, and his wife Rebecca Measday at the Happy Hour on Friday. Photo by Etechphoto.com



On Friday, Anu Bhaskar, Instructor in the Black Run Group in his 911 GT3 #54. Photo by Bob Hartman/Etechphoto.com



Ryan Schullen pilots his Cayman S #24 in the Green Run Group on Sunday. Photo by Etechphoto.com



On Saturday, Richard Ro aboard his 2016 Cayman S #981 with the Blue Run Group. Photo by Bob Hartman/Etechphoto.com

are tradeoffs. Today's vehicles are designed to be safer with their windows up – including through the integration of the roof structure and pillars, and the life-saving airbags we all forget until they save our hides. And with windows up, air conditioners would better help drivers to keep cool heads in the extreme ambient air. All our participants had choices to make: Windows up or down? A/C on or off? Opinions were divided, but just about everyone appreciated the thought that went into this experiment. And it was an experiment; further investigation and consideration is to follow, at the national as well as the club level, before any final decision is made. Stay tuned for more interesting news.

We had 85 drivers for our Friday solo-only day and 155 for the Saturday and Sunday DE. By the end of the weekend, we had six drivers promoted from Green run group to Blue, one from Blue to White, and two from White to Black. It was a safe weekend, but with the heat, lots of water and electrolytes were ingested while everyone searched for shade. And so Happy Hour with cold drinks and snacks was a refreshing and fun way to end the days, talk to new and old friends, and enjoy the camaraderie we enjoy at all Potomac events.

As the summer rolls on quickly, we are looking forward to lots of future action and continue to enjoy all things Porsche in our community of friends and car aficionados. DV



Drivers were permitted to keep their side windows up and to signal following drivers with their blinker lights, rather than their hands and arms.

Shade was at a premium offering some relief from the unrelenting heat. David Ordway's #321 GT3 RS is in the paddock on Sunday before running in the Red Group. Photo by Steve Grumbach



Martin Harrison in his Cayman S #401 heads a tightly bunched group flanked by Ron Tilton's #891 Cayman S and Sean Reiche piloting Stephen Kiraly's Cayman S (#551) on Friday afternoon at Summit Point – Main. Car # 215, a 1989 944 Turbo, is driven by Steve Wilson, Instructor, past Chief Instructor, and Club Racer. Photo by Etechphoto.com

DRIVE & DINE



Enjoying a spectacular day of navigating twisting highlands roads. Photo by Paula Benesch.

Virginia Highlands Tour

STORY BY DORY THOMAS

Fifteen years ago, Alex Lundsford created the Highlands Tour Drive and Dine through the mountain roads of the Warm Springs, Virginia area. Having grown up there, he knew the terrain and the people of Bath County very well. Although Alex has moved out west, the drive continued first under the leadership of Alan French and Sarah Cameron, and now under the guidance of LeRoy & Marilyn Mills.

Today, the Highlands Tour has become a time-honored annual tradition on the third weekend of July for the PCA Potomac region and beyond. This year we had a couple from New Hampshire and one from Rhode Island participating. Early Friday morning on July 19th, the group assembled in Manassas for what was to be a beautiful, sunny day to drive to Warm Springs. We divided into two groups and hit the road excited to be a part of this year's event. After traversing the twists and turns of State Route 211 to Luray, Virginia, and

then continuing to Harrisonburg, we stopped for lunch at the Rocktown Kitchen, where we enjoyed delicious food and great hospitality. Rocktown has been our lunch stop for the past few years and they always look forward to having us.

After lunch, we continued down the twists, turns, and hills of Virginia and arrived at our destination – The Inn at Gristmill Square in Warm Springs, Virginia – in time to freshen up for the annual Friday night dinner and live bluegrass band in the gentle lights of the Inn's courtyard. The dinner and music afforded us a relaxing evening after the drive and a time to see old friends and get acquainted with new attendees. After that, it was time for a good night's rest before our Saturday drive.





Ready for departure... The group assembles outside the Grist Mill Inn for another day of touring. Photo by Doug Magee.



Friday night dinner and music at the Grist Mill Inn. Photo by Andre Abrantes.



Alfresco dining accompanied by strumming guitars at the Grist Mill Inn. Photo by Doug Magee.

The dinner and music afforded us a relaxing evening after the drive and a time to see old friends and get acquainted with new attendees.



Photo by Melinda Ferreira.



Photo by Paula Benesch.

We met in the courtyard early Saturday morning to pick up our box lunches and have our pre-drive meeting, where we identified the leads and sweeps for the day, and LeRoy briefed everyone on the safety rules one more time before heading out. Even as we stood in the courtyard, we could feel a few sprinkles of rain that were a sign of the day to come. Our first stop was the Cranberry Mountain Nature Center in the Monongahela National Forest, West Virginia, where we stretched our legs while looking at exhibits of indigenous wildlife. From there, we drove along the Highland Scenic Highway, which offers stunning views of the Alleghany Highlands. The rain held off until we got past a stop at a scenic overlook, but the heavens opened not long afterward on our way to the Cass Scenic Railway, in Cass, West Virginia.

We reached Cass and had our lunches under a covered picnic area while watching the steam-driven train move through the pouring rain. Many folks visited the country store where we could pick up keepsakes, jams and preserves, and other country delights.

Back on the road, the rain abated for most of the last leg of the drive but returned just as we reached the end point of the trip at Ingalls Field Airport, not far from Hot Springs. At 3,792 feet, Ingalls Field is the highest elevation airport east of the Mississippi, and the views are spectacular as is the drive up to it. Typically, we see many small private aircraft parked there, but there were none available to see because of the weather. Even though we had some wet weather driving, the rain didn't dampen anyone's spirits and many of us regaled the events of the weekend over dinner at the Inn.

A special thanks to LeRoy and Marilyn Mills, who did a phenomenal job putting this event together again this year, and to all the volunteers who led and swept throughout the drive: Steve Kaye and Dory Thomas, Brian Berry and Stephanie Bridgewater, Andre Abrantes and Vaida Butkute, Doug and Deb Novinger, Troy and Paula Benesch, Okal and Michelle Omyundo, Mike and Jackie Peters, and Harry and Susan Horning. Great effort, great fun, and a great event! **DV**



The Highlands Tour has become a time-honored annual tradition on the third weekend of July for the PCA Potomac region and beyond.



Photo by Paula Benesch.



The 2024 Virginia Highlands Tour group. Photo by Dory Thomas.



John Wolff's 1989 G Body Carrera gets a whiff of Alpine air on Skyline Drive.

Drive, Hike, and Dine in the Shenandoah Valley

STORY AND PHOTOS BY BILL BROHARD

Life in the Washington, D.C. area can be stressful – with dynamic careers, long commutes, and combative traffic, not to mention life's daily routines and surprises. But we are also blessed with some of the most exciting roads, beautiful scenery and finest dining in the nation. Finding an amazing excursion in our backyard only takes a little planning.

John Wolff and I met our spouses while studying together at Shepherd University over 35 years ago and have been great friends ever since. After graduating, we both settled in western Loudoun County, Virginia to raise our families. We have been lifelong friends, car guys, and passionate enthusiasts of the Porsche brand.

In 2009 John inherited a pristine 1989 Carrera M49I from an aunt in his native Switzerland. It's a one-family car, with a normally aspirated 3.2L powerplant. The widebody 91I is finished in diamond blue metallic over Bordeaux leather. The M49I option (which is the internal code for the works turbo look (WTL), includes everything that comes with the top-of-the-line 91I Turbo – the flared fenders, giant whale tail, wrap-around chin spoiler, G50 5-speed manual gearbox, upgraded suspension, wider Fuchs wheels and 930 Brembo brakes. All the great stuff - minus the turbocharger. I'm driving a mostly stock 2006 997 Carrera that I've enjoyed for the last eight years. It's a six-speed manual in Seal Grey, equipped with optional PASM, the Sport Chrono package, and factory sport design wheels wrapped in Michelin pilot PS4S tires.



The view of John Wolffs' G Body on Blue Ridge Mountain Road.



A memorable keepsake from the day: "Official" Drive • Hike • Dine name badges!



John and Lisa Wolff are well-equipped to start the drive at Hill High Orchard in Round Hill, VA with name tags and a bounty of excellent reading materials!



Patty O's Café, Main St, Washington, VA.



A shared table with good friends; (L/R) Lisa and John Wolff with Bill and Renee Brohard at Patty O's Café.



John and Bill in their 911s on Skyline drive.

We discussed a few ideas for getting out of town for a much-needed break from D.C.'s stressors. Some ideas included a long weekend at Deal's Gap, carving the curves at the Tail of the Dragon, or an Alpine adventure in Germany, Switzerland, and Austria enjoying breathtaking views, quaint villages, and stretching out on the Autobahn. Ideal trips such as these require significant planning and coordination and don't happen overnight. While discussing a trip with my wife Renee, we decided we didn't need to plan a getaway to reap the same benefits. What we were looking for was right here in our backyard.

With only a little "bar napkin" planning, we mapped a full-day excursion in the Shenandoah Valley, including 126 miles of driving, a short hike, an amazing lunch, and a return home through D.C.'s wine country.

On a bright morning in early April, our excursion began at Hill High Orchard in Round Hill, Virginia where we discussed the route and made it "official" by having some fun and handing out our name badges with PCA lanyards. We captured some photos and began the adventure heading west on Rt. 7 toward the Blue Ridge Mountains and turning south on Blue Ridge Mountain Road which runs the ridge

parallel to the Appalachian Trail. This section has some amazing switchbacks and sweeping curves and ends at Rt. 50. We then took Rt. 50 west for a couple of miles before turning south on Howellsville Road, which offers great views of the Shenandoah River and leads you to Front Royal, Virginia. Once there, we topped off with fuel before entering Skyline Drive. Some of our stops along the way included the Dickey Ridge Visitor Center and a short hike down the Snead Farm Loop Trail to stretch our legs.

Continuing south on Skyline Drive, we stopped at several overlooks to take in the breathtaking landscape of Virginia. The Appalachian Trail intersects with Skyline Drive at several points, including Little Hogback Overlook, which offers a short hike with a rewarding panoramic view.

We exited the park at Rt. 211, Lee Highway, east to Sperryville, Virginia. This exciting series of switchbacks reminds me of some of the Alpine roads I'd driven in Switzerland - a literal ribbon of asphalt carved into the rugged Blue Ridge topography. We encountered slow traffic as we drove down the mountain, heel-toeing downshifts, but found an area to pull over and give the traffic some room so we could enjoy the curves as we descended the mountain.



In 2009 John inherited a pristine 1989 Carrera M491 from an aunt in his native Switzerland. It's a one-family car, with a normally aspirated 3.2L powerplant.



Scenic overlook on Skyline Drive.

Just north of Sperryville is Washington, Virginia, and the famous The Inn at Little Washington, Virginia's first 3-Michelin star restaurant. Nearby we had an amazing lunch at the new Patty O's Café. The more casual classic American café and European-style bakery is run by The Inn's chef and owner, Patrick O'Connell.

After lunch and time spent exploring the shops, we continued our drive through Northern Virginia's horse country passing through Marshall and Middleburg. Along the way, we saw historic, breathtaking, and perfectly manicured farms that are home to some of America's well-known wealthy families.

We concluded our journey with photos at Bia Kitchen in Purcellville, Virginia, a new European-inspired restaurant boasting seasonal menus delivering a vast collection of dishes native to countries and regions throughout Europe. John is one of the three partners and a place we often meet for an amazing meal.

Life is short. There is no need to delay an amazing experience with the people you love. The Washington, D.C. area is rich with twisty roads, scenic views, and culinary experiences. I encourage you to get a bar napkin and plan your next adventure. You won't regret it!



Time to work off lunch!



WINDOW TINTING 101

STORY AND PHOTOS BY MARK MILLER

Window tint is a product category with lots of technical innovations and benefits, but when most think of adding window film to their Porsche, “dark glass” is the first thing that comes to mind. So, follow along as we explore all the benefits of adding a performance film to your beloved vehicle.

Prevents Damaging UV Rays for Interior & Occupants

Every year, we hear of more and more people who have gotten skin cancer. It has affected our membership as well. And every time you get in your Porsche, if it is daylight, your skin and eyes are enduring damaging effects. High-performance films block 99.9% of the sun's UV, effectively putting you inside of a bubble of protection. If you do a quick Google search, you will find images of folks in left-hand drive countries where their arm and left side of the face have

suffered skin aging at a faster rate than their right side. And let's not forget the benefit to the vehicle itself. Pretty much all of us know of someone who has a cracked dashboard, warped door panel, or faded interior part on their vehicle. Window tint solves that as it blocks the damaging UV light. That alone is worth the investment when you consider the cost and aggravation of dealing with a damaged interior.

Dramatically Lowers Infra-Red Heat

3M offers a film called Crystalline that is made up of over 200 layers, yet is thinner than a Post-It Note. Each layer blocks a small amount of infrared heat. When you add up all the layers, this incredible film reduces heat by 97%. And while other films can't do what Crystalline does, they can still reduce heat by well over 75%. Have you ever spent hours in a car with the windows up and the A/C running, yet you still felt hot? That is what the film significantly reduces, making your road trip a lot more enjoyable.



Reduces Glare from the Sun and Oncoming Headlights

Another benefit is glare reduction. Some films can reduce it by as much as 60%. Imagine driving on a dark, rainy night on a two-lane road, and here comes a car from the other direction. Imagine reducing that glare, so you can see better? Or how about during dusk or dawn? Or when being followed by someone with outrageously bright headlights?

Darken Glass at Your Discretion

When it comes to darkening glass on a vehicle with window film, people are all over the map. Some folks don't want "tinted" or darkened glass at all. There are solutions for that. My '23 Spyder has a clear film, because I didn't want to darken the glass. The car still gets all the benefits listed above, but looks untouched. In all fairness, if you park beside an untinted car during the daytime, the interior will look a smidge darker because the glare reduction reflects some of the sun that would otherwise get inside the car. We also add a lot of clear film to panoramic sunroofs. It allows you to leave the sunshade open all the time to let in the sunlight, but you block more heat than by keeping that shade closed. You also get the benefit of UV elimination and serious glare reduction. The same can be said for vehicles with privacy glass behind the front two doors. A clear film can give the occupants all the performance benefits while keeping the darkness level of the glass nearly the same as before.

Maybe you have a Cayman or Cayenne and would like the front windows darkened to help it better match the privacy glass on the rear doors and cargo area. Or you would love that privacy glass to be even darker, giving you more privacy. Or finally, maybe you want a light tint because you like the cosmetics. The vehicles in the article all have a light tint that is completely legal, but gives the occupants a little more privacy, while still being able to see well at night.

But What About the Windshield?

The elephant in the room is the windshield. It is technically illegal to put any window film on the front windshield. It is also illegal to drive 56 in a 55 zone.

Our company, along with others, will install a clear film on your windshield. I have personally sent five vehicles through Maryland State Inspection when selling it and the inspector never knew it was there because it is clear. When you add in the benefits of reduced heat, glare, and UV, I think it is a wise thing to have it installed. Add in the benefits to your eyes, especially if you have had cataract surgery, and it is a no-brainer. The government stays away from it as some shops will install a darker film on your windshield which surely impedes your vision at night. In short, they don't know how to police it. In my 24 years of doing window tint, we have never come across a person who had an issue when using our clear film. And we have done thousands of them.

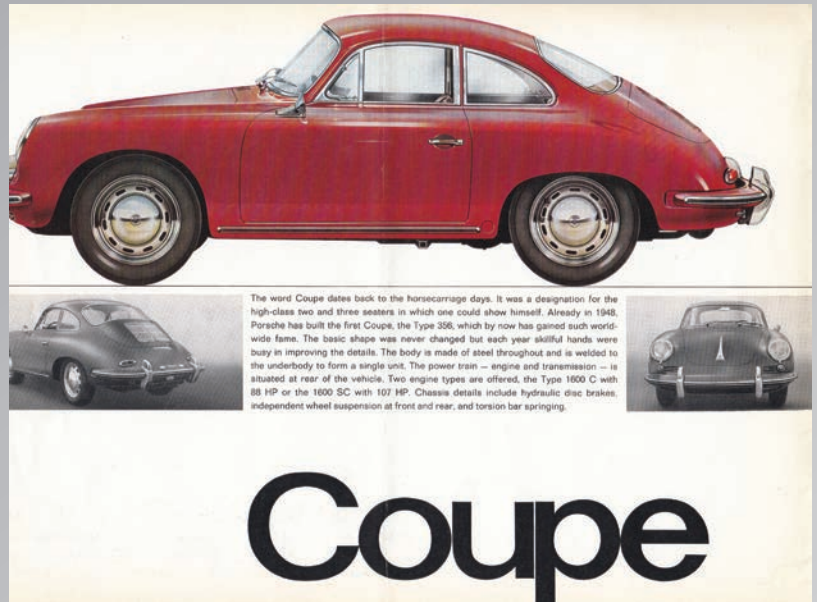
In closing, if you have decided that you want to explore getting your windows tinted, be sure to choose a well-respected shop that uses a high-quality film. Because you are a PCA member, you probably go to better places automatically. If I can be of assistance in choosing a window film, feel free to email me at mark@westminsterspeed.com or simply call our shop at 410-857-5300. You will speak to either my son Daniel or Luke, and both of them are well-versed in this product category. **DV**

EDITOR'S NOTE

Mark Miller is the CEO of Westminster Speed & Sound and Vice President of PCA Chesapeake.

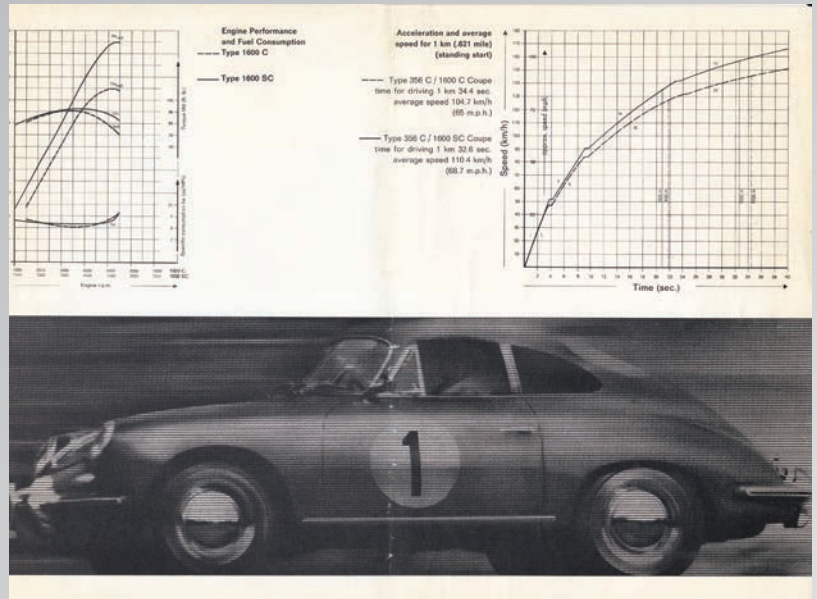


Porsche 356C Brochure Cover.



The word Coupe dates back to the horsecarriage days. It was a designation for the high-class two and three seater in which one could show himself. Already in 1948, Porsche has built the first Coupe, the Type 356, which by now has gained such world-wide fame. The basic shape was never changed but each year skillful hands were busy in improving the details. The power train — engine and transmission — is situated at rear of the vehicle. Two engine types are offered, the Type 1600 C with 88 HP or the 1600 SC with 107 HP. Chassis details include hydraulic disc brakes, independent wheel suspension at front and rear, and torsion bar springing.

Coupe



Early Porsche Sales Brochures

Erin Levitas Foundation Auction, September 13-15

BY JASON ALDAG, DV CO-EDITOR

I fell for Porsche cars when I discovered the 993. It was love at first sight, but at 17 my Porsche experience was relegated to daydreams and video games. I thought a lot about this car and had to know where it came from. Finding the 356 at the start of the timeline made the evolution clear. Sure, we can throw around marketing lingo like heritage and legacy, but there's

something pretty remarkable about drawing a straight line from a machine first introduced in 1948 to the 911 you get to stretch out today. Porsche DNA is real. Rear engine, rear-wheel drive which is still available. A classic design that finds its way into each new 911. And an amazing driving experience that has captivated Porsche enthusiasts for more than 70 years.



The Porsche is much more than a high performance sports car. It is a fine personal automobile—dignified, luxurious and comfortable. Because it is a limited production automobile, it can be finished by hand with attention to detail that is impossible in mass production.

And the Porsche is remarkably roomy. Even the man well over six feet tall will find considerably more leg room than he needs. The car is so well designed that it affords ample luggage space despite its compactness. Owners who do considerable traveling can expand the luggage capacity by adding an optional rack.

Porsche bucket seats are as much a demonstration of engineering skill as the Porsche chassis or engine. Because these new, deeper seats are extra wide and scientifically contoured to fit the body, you ride fully supported, without muscular strain. You enjoy more miles in comfort than you ever thought possible. Backs recline fully to a sleeping position and seats move individually back and forth on rails. The rear jump seats accommodate two children comfortably, fold flat for luggage.

The instrument panel of the Porsche has been redesigned for greater convenience. All controls and indicators are located directly in front of the driver for maximum efficiency and safety.



Standard Equipment

WINDOWS
 Windshield wiper system
 Windshield wiper variable speed
 Wheel wings in front and rear
 Glass proof rear view mirror
 Laminated safety glass windshield
 1/4" suspended windshield wiper motor

LIGHTS
 Look up light
 Variable instrument illumination
 Accessory plug
SIGNAL SYSTEM
 Headlight signal
 Two tone horn
 Self returning turn signals

INSTRUMENTS
 Speedometer with total mileage and one mileage

Tachometer
 Fuel gauge
 Oil temperature gauge
 Indicator lights for generator, low signal, high beam, parking lights and oil pressure
 Electric shock

LOCKS
 Both doors are equipped with lock and can also be locked from the inside
 Glass compartment with lock
 Front lock for Cahnbrunn ignition

ACCESSORIES
 Ash tray
 Customized dash board
 Cigarette lighter
 Courtesy grip for passenger

Side ring on each door
 Fastener for luggage strap
 Chrome bumper front at each door post (except Cabriolet)
 Customized sun visors with a make-up mirror for passenger
 Map pocket in each door
 Hairring seats
 Heater and blower unit
 Windshield rear window (except Cabriolet)
 Four valves, oil, air and reserve

OTHERS
 Two ring wheel base of car
 Convertible top base for Cabriolet Universal
 1 set of original paint for touch up

1 standard color and 5 exterior combinations from which to choose

These darn cool pieces of Porsche history will be up for auction for the Erin Levitas Foundation in September thanks to Peter Clark's generosity.

The 356 is a gem. I've seen a few in real life and only read about how they feel behind the wheel. Maybe someday. But for now, I'll settle for really cool memorabilia that DV was able to acquire.

PORSCHE 911S

6



New this year, the Porsche 911S is designed for those who are unwilling to settle for less than the finest in automotive transportation. This car has forged-alloy wheels, leather-covered steering wheel, velour-carpeted floor and other interior and exterior special equipment not found on other Porsche models. It is powered by a street version of the Carrera 6 engine producing 180 hp SAE. The Porsche 911S has the same 5-speed fully-synchromesh transmission as the Carrera 6 and is fitted with radial tires. This is no car for a novice. It is fully capable of meeting the requirements of the most experienced drivers of high performance cars.



7

I've been carefully turning the pages on original 356B and C brochures from the early Sixties. There are action shots, tons of technical data, graphs of power and acceleration curves, cross sections of engines, transmissions and chassis. We also have original brochures of the 912 and first 911s, plus a retrospective from the 1980s and a brochure from a Paris dealership getting you excited about Le Boxster.

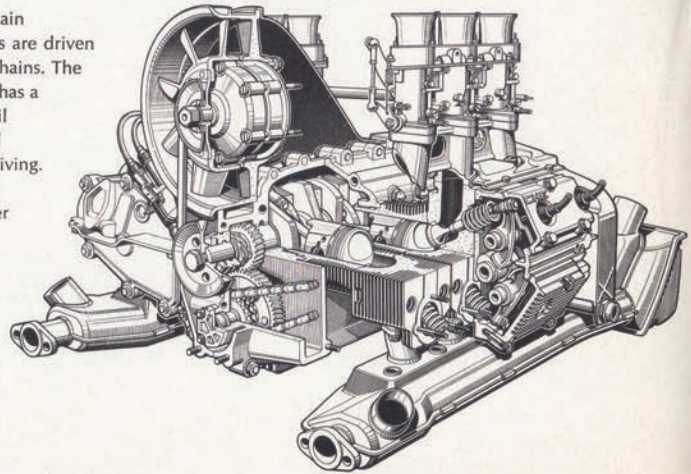
PCA member Peter B. Clark sent DV these rare and precious brochures in response to our call for Automobilia. He's been a member since 1968 joining with his first Porsche, a 1965 356SC. Since then, he's had a 914, 912 and then Cayennes starting in 2008.

911 911S engine

"You can almost hear it chuckling to itself as you really begin to use it . . . the harder you drive it, the more it seems to come alive." MOTOR SPORT

The Porsche 911 and 911S have rear-mounted, air-cooled engines—as sound a concept today as when it was introduced by Prof. Ferdinand Porsche. These compact, 2-liter, horizontally-opposed flat sixes are designed, like all Porsche engines, to be trouble-free and to withstand hard driving hour after hour after hour. The

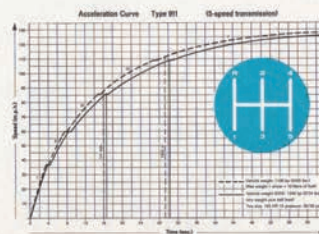
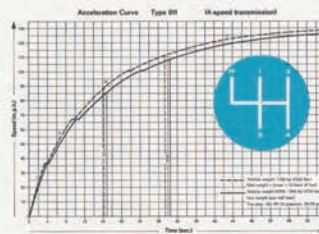
crankshaft rotates within 8 main bearings. Overhead camshafts are driven by automatically-tensioned chains. The dry sump lubrication system has a thermostatically-controlled oil cooler to maintain proper oil temperature in high speed driving. Each bank of three cylinders is fed by a triple-throat Weber carburetor assuring each cylinder its proper supply of fuel. Fuel is supplied to the carburetors by an electric fuel pump.



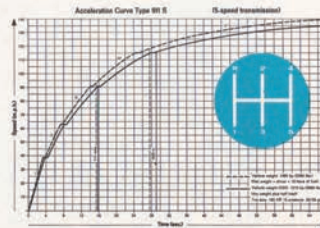
911 911S transmissions



"Every year the list of manufacturers who use Porsche baulk-ring synchromesh patents in their gearbox designs gets bigger and bigger, and it makes you realize that Porsche must know something about gearboxes." MOTOR SPORT



The Porsche 5-speed, all-synchromesh transmission, developed for the Porsche GT racing car, is standard equipment on the 911S. Close gear ratios provide optimum performance on any type of road. The driver can take full advantage of the power of the 6-cylinder engine out in the open, yet relax and drive with minimum shifting in a congested area. The Porsche 911 comes equipped with the well-regarded all-synchromesh 4-speed gearbox, or, optionally, with the 5-speed, all-synchromesh transmission.



In September, thanks to Peter's generosity, they'll be up for auction for the Erin Levitas Foundation. Take a look at these darn cool pieces of Porsche history. You know you want them. DV



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**JUNE
2024**



New Potomacans

JUNE

NAWRAZ ALAN

2017 911 Carrera 4S
from Silver Spring

VICTOR ANDERSON

2018 911 Carrera GTS Cabriolet
from Woodbridge

STEVEN BAILEY

2017 718 Cayman S
from Germantown

JOSEPH BEARD

2021 911 Carrera S
from Oxon Hill

JOHN COMBS

2024 911 Carrera T
from Bethesda

ANTHONY DAVIS

2015 911 Carrera 4S Cabriolet
from Alexandria

JEFF FINN

2006 911 Carrera 4S
from Ashburn

CARL GAUNTLETT

2023 Taycan 4S
from Alexandria

ROBERT GRAHAM

2004 911 Turbo
from Washington

STEVEN LOTT

2024 718 Boxster
from Flint

GREGORY LYTTLE

2015 911 Targa 4S
from Vienna

WILLIAM PASSMORE

2023 Taycan 4 Cross Turismo
from Washington

NANDO PELUSI

2003 911 Carrera
from Vienna

DIEGO ROMAN GANVINI

2016 911 GT3 RS
from Frederick

SERGIO RUIZ

2011 911 Turbo S Cabriolet
from Alexandria

JOSE SANTIAGO

2015 Panamera 4S
from Silver Spring

ALEXANDER SANTOS

2020 Taycan Turbo S
from Oak Hill

JD SHAMWELL

2017 911 Carrera S Cabriolet
from Brambleton

JAMES TAYLOR

2006 911 Carrera
from Front Royal

JITANSHU TRIVEDI

2018 911 Carrera Cabriolet
from Gaithersburg

BILL WARREN

1985 911 Carrera
from Chevy Chase

PAULA WATERS

2021 718 Boxster
from Bowie

BRAD WEBSTER

2014 Boxster S
from Fairplay

ALANA WOODARD

2023 Macan
from Washington

MASHEA WRIGHT

2018 718 Cayman GTS
from Aldie

TRANSFER FROM FIRST SETTLERS

ANDREW WILSON

2009 911 Carrera Cabriolet
from Falls Church

TRANSFER FROM THREE RIVERS

LAWSON J. CASS

2008 911 Turbo
from Alexandria

TRANSFER FROM MID SOUTH

CHRISTIAN BLAIN

2006 Boxster S
from Arlington

TRANSFER FROM HILL COUNTRY

MICHAEL KINNEY

2015 911 GT3
from Arlington

TRANSFER FROM ALLEGHENY

AARON SCHAEFFER

2005 911 Carrera S Cabriolet
from Fairfax

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JULY
2024



PCA Potomac Anniversaries

JULY

5 YEARS

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Michael Kinney & Diane Meidl
Robert Rodriguez
Kenny Kong
Sherman Gillespie
Sean & Stephanie Flack
Christina Widodo
Michael Garramone
Michael A. Crawford
Kendrick Gordon
Graham Mansill
Jahangir Mohnadesi
Cindy & Arthur Choi
Patrick & Lori Stillman
Terry Artz

10 YEARS

Vincent Rock
Larry O'Reilly & Andy Oreilly
Robert & Susan Bell
Larry DeWalt
James Musgrave & Lara Peirce
Tracy Fedor
Robert Henry
Paul Fischer
Andrew Levitt
Jahan Zarrabi

15 YEARS

Thomas & Dale Courtney
Asif & Maureen Khan
Russ & Annette Antonille
Wallace Coy
Steven & Lisa Bleckner
James Skelly & Carolina Felipe
Ron Shurie &
Francesca Richardson

20 YEARS

John & Sharon Bendekovic

25 YEARS

David & Lisa Gast
Robert Andrukaitis
David Gross & Paula J. Romes
Douglas Hough & Wendy Chetney
Harris & Joshua Pitlick
Scott & Sheila Linton

30 YEARS

Kurt & Kurt Woerpel



Call for Porsche Automobilia

We're looking to feature Potomac's automobilia. Doubtless you have interesting artifacts, posters, trophies, badges, programs, models, emblems or other Porsche related collector items stashed away, displayed in your office or sitting on a bookshelf that would be of interest to the club. Time to let light shine on those items we'd like show in future editions of DV!

SEND US YOUR AUTOMOBILIA

Please submit your items with your name, a brief description and high-resolution photo(s) by email to: dveditor@pcapotomac.org And watch this space!

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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 and adventure stories with your Porsche - foreign or domestic.
- First hand accounts of attending a motorsport event in which Porsches participated.
- 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 owners of vintage or historically significant Porsches (or a collection).

- 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.
- Your story of participating in a PCA national event, such as Treffen or Parade.
- 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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Peter Grenier. "Washington's Hottest Personal Injury Lawyer"



Dan and his wife, Ginny, were presented with a Lifetime Membership Award by PCA Potomac President Don Mattran. Photo by Bill Schwinn.

Lifetime Membership Award: Dan Rowzie

STORY BY ALAN FRENCH

This year's PorscheFest celebration at Summit Point, West Virginia, gave us an ideal opportunity to recognize long-time member, and nearby Charles Town resident, Dan Rowzie. Dan joined the club 58 years ago in 1966 when the new Porsche model lineup was the 911 with a new flat-six air-cooled engine option.

PCA and our Potomac region membership grew enormously due to Dan's contributions over the decades. His PCA resume includes; Potomac Region President in 1969, PCA National Public Relations Chairman, PCA National Treasurer (1973-74), PCA Zone Representative, founder of the Potomac Swap Meet that he also helped run for 27 years, and the founder of the Porsche Platz area at national motorsport events that included dedicated Porsche parking. Dan started this in 1971 at the Daytona event. He was also a founder of the Porsche 356 Owners Group and would often serve as a Concours judge. He also attended over 15 Porsche Parades where one year he won a soft-top Targa in a raffle.

Dan has generously gifted many items to our Potomac archives managed by our historians Fred Phelps and George Whitmore.

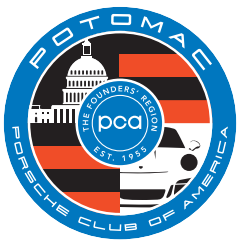
In 1975, Dan participated in the third Cannonball Run (made famous by Brock Yates in *Car and Driver*) across the United States, completing the run in just 38 hours and 39 minutes in a 1973 Porsche 911 RSR.

We were pleased to recognize Dan and his wife, Ginny, with a Lifetime Membership Award at our Potomac PorscheFest BBQ dinner with over 200 members, sponsors and volunteers in attendance.

We are enormously grateful for Dan's contributions, patronage and support over the decades. **DV**

READ MORE ABOUT DAN'S CANNONBALL RUN. SCAN THE QR CODE FOR MORE INFORMATION:





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

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Winchester, VA

JOIN PCA

Membership entitles you to receive **DER VORGÄNGER** and monthly issues of PCA's magazine, Panorama. Porsche dealers also recognize PCA membership with a 10% parts discount.

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Drivers' Education with free Tech Inspection for members, Concours, Drive n' Dine, Autocross, Rallies and other social events.

To join the PCA, visit pca.org/join-porsche-club-america

