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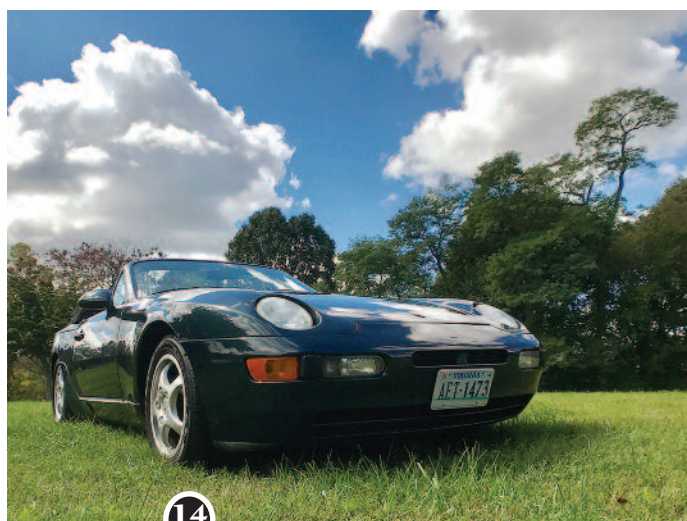
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Cover photo: Cars parked at the Annual PCA Picnic.



## der Vorgänger

The monthly magazine  
of the Founders' Region, Potomac,  
Porsche Club of America.

July 2019  
Volume 65, No. 6

**der Vorgänger** is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. Contributions for **der Vorgänger** should be sent to the editor by the 7th of month preceding the month of publication, preferably via e-mail to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). Please send digital images in their original sizes.

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**der Vorgänger** (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 6726 Lucy Lane, McLean, VA 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for **der Vorgänger** subscription). Application to Mail at Periodicals Postage Prices is Pending at McLean VA and additional mailing offices. POSTMASTER: Send address changes to **der Vorgänger**, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD 20814. Statements appearing in **der Vorgänger** are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

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# A Work Of Art

My daughter called me recently to express outrage over a Porsche she had just encountered while driving home. She said it was a 911 (please note fatherly pride at her identification skills) that was desecrated by vanity stickers: OBX, Honor Role Student, and such. She couldn't imagine a Porsche owner defacing their own car.

I searched the Internet for photos of such abuse but no matter the search terms, could not find a single photographic example of a Porsche with stick-on statements. Now, admittedly, I have a small PCA logo on a side window and a MACV unit patch on another and a very discrete Vietnam Service Ribbon sticker beneath my rear license plate but these have never bothered us - which got us to talking about cars as bill boards. To complicate the discussion, our various family members' non-Porsches carry an array of Outdoor Advertising that we would never put on a Porsche. Why is that?

In our home we have an assortment of family photos in a variety of displays. Most are amateur shots from vacations and celebrations. Some have notes on them, some have gotten



Glenn Cowan



Michael Sherman

ragged – even torn - but they stay up. We also have a few professional family portraits in nice frames and those we clean and dust and occasionally straighten. These are the “Porsches” of our portraits. They are the select works of art that best remind us of our family and we would never neglect or deface them.

I think owning and appreciating a Porsche might be the same phenomenon. These cars are a work of art, whole unto themselves. They are also a statement of who we are as Porsche owners and drivers, so a decal that accentuates that affinity, like a track outline or PCA symbol is demonstrably appropriate.

Now that said, there are certain racing Porsches that do look like outdoor advertising without being an affront to our sensibilities - you just have to be able to turn your head quickly to take them in!

– Glenn



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# Complementary Hobbies

"What's up with THAT?", inquired PCA Potomac racer, Patrick Rhodes, to my husband last month at the Seneca Lodge bar at Watkins Glen. The "THAT" to which he was referring is my recent obsession with birding and bird photography, appearing on my Instagram and Facebook pages. In January of 2019, I started my own "backyard big year" – tracking and taking photos of various species of birds within one mile of my house.

How does this relate to PCA Potomac, you ask? Birding requires much of the same skill sets as a Porsche racer and high performance driver and fulfills a piece of the "pie of happiness" in my life as well.

Situational Awareness: Both hobbies require keeping your eyes up, knowing what's ahead and behind you and being very cognizant of your peripheral vision. Observance of sounds and noticing odors is also important – on the track to keep you safe and in the field to spot certain varieties of birds and their songs.

Sharing the Piste: Knowing the class of car, color and traits of their drivers passing by you is equivalent to knowing the body style, colors and traits of flying of the birds passing by you. I don't subscribe to Ricky Bobby's "If you're not first, you're last" rule and will proudly take my 3rd place podiums!

Competition: Surprisingly, I have found that birding photographers are very competitive with camera equipment and lenses, trying to one-up their photographic competitors, somewhat like we see at the track with new exhaust, braking systems, tires and the myriad of things you can purchase with what we call "Porsche

Dollars." There are birders who share secret spots of nests and those who don't – similar to drivers sharing their racing line, entry and exit points – and those who won't.

My favorite moments, however, are when my two hobbies collide.

At the speed Rally in May while driving on a single-lane, non-marked road, I spotted a red bullet flying through the woods to my left. I checked my mirrors, applied even and constant pressure to my brakes, pointed and yelled to my passenger companion, "Pileated woodpecker!" She gasped, then laughed and we both enjoyed watching the pileated woodpecker hop from branch to branch.

My hobbies crossed paths again during a training program at Summit Point Raceway. My task as a seasoned instructor was to perform items which a very novice student may do on track – like taking hands off the wheel or not looking ahead. As I was coming down a back straight, I saw a red-shouldered hawk flying above in front of our car and I pointed upwards and shouted, "Look, Look! A big bird!". I was pleased when the instructor-candidate calmly stated, "Eyes ahead and both hands on the wheel, please." He passed the test. Now, when my Boxster S' top is down and I see a raptor flying by, I always think of him.

What hobbies do you have which complement or clash with your Porsche driving experience? Send me an email and a picture to [president@pcapotomac.org](mailto:president@pcapotomac.org).



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## Model Experts

At the March 2019 Open Board meeting, a motion was passed to utilize the PCA National Technical Committee model experts as the referral program base for our region. This was decided after ensued discussion which stated that PCA National provides this service using trained experts who have direct access to Porsche technical and sales information.

PCA Potomac would like to thank the volunteers for their support of this program over the years. We are grateful to their dedication.

To contact any of the PCA National Technical Committee model experts, please log in to your PCA National account and go to the URL:  
<https://www.pca.org/technical-committee>

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# Potomac's 2019 calendar

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

## July

- 6 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 12-14 Summit Point DE
- 19-21 Virginia Highlands D&D
- 20 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11 am - 1 pm
- 21-26 Porsche Parade Boca Raton
- 27 Tech Session for PorscheFest, Porsche of Silver Spring

## August

- 2-4 PorscheFest DE, Summit Point
- 3 Autocross #3, Summit Point cone course
- 3 Concours Wash and Shine, PorscheFest, Summit Point
- 3 PorscheFest BBQ, Summit Point
- 3 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 16-18 SPresident's Tour, Charlottesville D&D
- 18 Autocross #4, Bowie Baysox Stadium
- 23-25 Club Race - IMSA - PorschePlatz

## Cars & Coffee

### Hunt Valley, MD

Saturdays, 8 – 10am, Hunt Valley Towne Centre at Joe's Crab Shack, 118 Shawan Road, Hunt Valley, MD. Many cars of all types.

### Burtonsville, MD

Sundays, 7:30 – 10am, "Church of the Holy Donut," Dunkin' Donuts, Route 29 & 198, Burtonsville, MD.

### Great Falls, VA

Saturdays, 7 – 9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

### Dulles, VA

Dunkin' Donuts @ Dulles Landing Shopping Center on Loudoun County Parkway north of US 50. (7-9 am on Sundays).

### Leesburg, VA

Sunday 9am, Dog Money Restaurant, 50 Catocin Circle, NE, Leesburg, VA 20176.

### Winchester, VA

3rd Saturday, 8-11 am, Truban Motor Company located at 60 W. Jubal Early Drive in Winchester, VA. All car types invited. Rain or shine.

### Bethesda, MD

Saturdays, 8 – 10am, Corner Bakery Cafe, 10327 Westlake Dr., Bethesda, MD, Westfield Montgomery Shopping Mall.

## Potomac Monthly Brunches

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

**Virginia: first Saturday of each month**, 11am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

**Maryland: third Saturday each month**, 11am – 1pm at the Irish Inn, 6119 Tulane Ave., Glen Echo, MD.





# 36th Annual Deutsche Marque Concours d'Elegance

Story by John  
Truban

The Potomac Porsche Club's major concours is the Deutsche Marque Concours d'Elegance held at Nottoway Park in Vienna, Virginia the first Sunday of May. This year we held the event on May 19th due to inclement weather. In 36 years of the event we have only used the rain date three times. Two of those have been in the past 3 years. The 19th of May ended up bringing us warm and sunny weather the entire day. So much so, that we made sure to have plenty of water and shade for the participants. We had over 60 cars on the field at the event ranging from 1950's 356's to new GT3's.

D&V Auto Body, Dent Works, Shenandoah Toy Car Company, Anthony Connor at the CFS Group and Hagerty Insurance who generously provided each participant with a nice bag to carry their trophies home!

Gary Sidell, the Concours Vice-Chair, and I want to also thank the Judges who came out this year and worked hard in the heat and sun to determine the best cars on the field. We had a diverse group of judges. Hank Weil, Past Shenandoah Region President, acted as our Head Judge. Thank you to Hank Weil, Bob Gutjahr, Lewis Hauser, Darryl Nichols, Bruce Bade, Tom Neel, Donna Brandt, Doug Ehmann, Glenn Cowan and Barry Deuel. They spoke to each owner, examined each car and deliberated over their merits.

The field at Nottoway Park had great examples of virtually every model of the past 70 years of Porsche. We had numerous 356's, early 911's, 924, 944, 928, late 911's and everything in between. The following awards were presented at the reception after the event.

*Below: Porsche of Tyson's Corner and Hagerty were some of the major sponsors this year.*

Porsche of Tyson's Corner returned as our headlining sponsor. They provided each registrant with a variety of goodies from posters to books and more. They also brought the new Macan and Cayenne along with a variety of their new model lineup. Their sponsorship continues to be much appreciated by the club members. Other great sponsors included American Shine Detailing, Matt Curry's Craftsman Auto Care,







### Grand Awards

Best of Marque – 1964 356 Coupe - Ken Georgi

Chairman's Award – 1979 924 Sebring Edition - Bob Gutjahr

Most Significant Porsche Award – 1967 911S Soft-Window Targa - Harry Ridenour

Best Design Award – 1971 911T Coupe - Bill Cameron

People's Choice Award – 1975 914 - Gary Sidell

### Best in Class Awards

356 Class - 1959 356A Coupe - Bob Garretson

Early Air-cooled 911, 912 & 914 (1964-1976) – 1970 911T Coupe - Aris Pappas

Mid Air-cooled 911 (1977-1989) – 1986 911 Carrera - Mike Shetler

Late Air-cooled 911 (1990 - 1998) – 964 RS America - Steve Hunt

Modern 911 (1999-2011) – 2009 997 C4S - Steve von Gunden

Current 911 (2012 – Current) – 2016 991 GTS Club Coupe - Jeffrey Wynne

924, 944, 968, 928 – 1994 928 GTS - George Mrad

Boxster & Cayman – 2004 Boxster - Robert Farmer

Modern Production (Cayenne, Macan & Panamera) – 2017 Macan GTS - Jolly Weil

Outlaw Class – 1973 911 RSR Recreation - Bob Williams

*Below: Gary Sidell's 1975 914 won the People's Choice Award.*







# 2019 PCA Potomac Picnic

*Story by Jason  
Savage, Becky  
Madvay and  
Dave Wallace*

This year's PCA Potomac "Family Fun" Picnic was held on Mother's Day weekend. The Picnic hosted nearly 150 members, families and guests. It was held at the Fairfax Hunt Club, located just outside the Beltway and next to the iconic Great Falls. The drive down Georgetown Pike provided an entertainment for those that chose the twisties to and from the event. This new venue for Potomac is located in the rolling hills and wooded surroundings of Lake Fairfax (Reston, VA). The cabin and grounds were quite scenic and secluded which made for an intimate gathering for the group's activities.

**History:** The Fairfax Hunt Club was created in 1928, on the very land that George Washington rode to hounds. The club's fascinating history plays into the allure and charm of the venue, with original logs dating back over 200 years still found in the reception room. Traditions of hosting hunt events in the main dining hall have been passed down to current members, who still gather there for their post-hunt breakfasts and other social activities.

Potomac mothers were honored for Mother's Day with goodie bags of chocolates and other yummy treats. The children received Porsche coloring books and all the fresh popcorn and ice cream they could eat. Members got to select Porsche car posters to decorate their walls and lots of delicious food, wine, beer, and soft drinks.

The area had dedicated grounds for parking and was facilitated by JR's Custom Catering and Events. The staff supporting the picnic was highly coordinated and friendly. It was noted that they were even prepared with sunscreen and bug spray (neither was really needed, but nice to have). Along with the catering team several PCA Potomac Members volunteered their assistance, pitching in, making the event run flawlessly. Canopy tents were setup for outside dining at traditional picnic tables which provided comfortable shelter and mingling among guests. The buffet style BBQ food was superb which included both a popcorn stand prior and Ice Cream bar as dessert. Music was provided by a local DJ with a great selection of music that everyone enjoyed.

The kids had the entire rear grounds to run around and play which included Volleyball, Horseshoes and Cornhole while the parents/members strolled through the front parking lot to weave through a visually appealing collection of Porsches and record their votes for; The Mother's Day Award, Kid's Favorite, People's Choice, Most Fun to Drive, Most Beautiful Color and PCA Spirit Award.

All attending Porsches were entered as contestants. The dedicated grounds provided a secure area for the "Picnic" car contest which John Truban coordinated with the assistance of a few gracious volunteers who helped put the event together. The votes were tallied





and the following results were announced towards the end of the festivities.

The Mother's Day Award – Gary Waylina

Kid's Favorite Award – Bill Schwinn

People's Choice – Ron Davis

Most Fun to Drive Award – Steve MacKellar

Most Beautiful Color Award – Gary Sidell

PCA Spirit Award – Kevin Naughten

All in all the event was a wonderful gathering and the weather held out just long enough for everyone to enjoy the outdoors and good company. The picnic was a wonderfully relaxing, warm and tasteful event full of people who love Porsches. There was something for everyone. Everything a picnic should be!







# What IS that? Story of a Unicorn

*Story and photos  
by Paul Gilbert*

"I think it's a 928," says the person who saw it from the front. "Something British, maybe a Jensen Healey," remarks someone seeing it from the side. As owners of 968s know, many people in parking lots and stop-lights will ask some variation on the same question. What is that?

The last evolution of the transaxle Porsche, never sold very well in North America, making it an uncommon sports car 20+ years later. As the story goes, Porsche needed a new entry level sports car in the early 90's due to the declining sales of the 944. Yet Stuttgart had not planned on having a new car designed for quite a few years. That new model eventually came in 1996 as the Boxster. As a small auto manufacturer Porsche always counted on much longer production runs to keep their costs in line. And to make matters worse, Porsche's profits in the early 90s were at rock bottom, not allowing for the capital to create a new car on demand.

To the rescue came Harm Lagaay, the Dutch automotive designer who had helped create the 924 years earlier, and then spent time with both BMW and Ford. "The first thing we did when I came back was to do a facelift. Yes, the 968 is a big facelift, front and rear, and the side window we did differently, and technically there was a big change to the engine," reflected

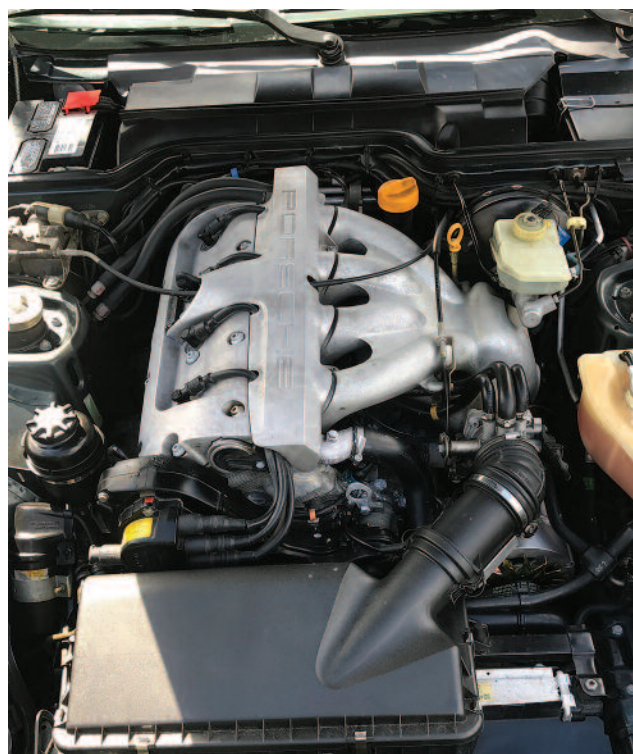
Lagaay. The new design incorporated more of the curved style of other Porches (think 911 & 928).

The 968 hit the market in 1992 and remained largely unchanged until its final year of 1995. Like the later 944s it came in both coupe and cabriolet. But unlike the 944 which had both normally aspirated and turbo models, the 968 had just one engine. And as the Lagaay quote suggests, it was an engine that benefited from years of development. The 3 liter four at 240hp was just 10hp down from the final 944 Turbo. This was the first Porsche engine to incorporate variable cam timing, and had an improved intake manifold over the previous 3 liters. The 11:1 compression ratio and variable camming meant that the 968 also had a relatively flat torque curve. Producing 225 lb ft @ 4100 it was the highest torque of any normally aspirated four cylinder production car of the time. That being said, at low RPM it is clear there are only four pistons doing the work. But as the revs build the magic starts to happen. With a great internal balancing shaft, the engine is silky smooth.

The 968 was also one of the early Porsches to come standard with a six speed manual. It could also be ordered with a tiptronic automatic.

In 1993 Joe Ruzs from Road & Track wrote,





“Whoa! Pardon my enthusiasm, but as the owner of a 911 who has driven nearly every Porsche model built I the last 20 years. I have to confess that I have a lot of respect for the 968, whose civilized demeanor makes driving – at 5/10ths or 10/10ths – a pleasure.”

So, good looks, good performance, and a Porsche badge, why didn't it sell well in North America? Nearly all the automotive press gushed about how good it was. In June 1992 Car & Driver compared convertible Corvette, Nissan 300ZX, and 968. Like many comparisons, the 968 came out in first place. The issue was price. At a price of \$54,745 as tested, the 968 was nearly \$10,000 more than the Corvette, and \$15,000 more than the drop top Nissan. It simply was too expensive for what it was. Cost of production

and exchange rates did not work in favor of the last transaxles.

Over the four years of production a little over 11,000 were made and less than 4,000 of those came to our shores. Sales dropped steeply between 1992 and 1995. In the final year only 307 cabriolets were built. Hence the question, ‘what is that?’

• • •

*Paul Gilbert purchased his 968 last summer from an owner in Florida who had care for it for 15 years. Detailed service records, and major repairs like upgraded pinion bearing in the transmission, and timing belt service made this 70,000 mile cabriolet a good buy.*



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# Smith Bowman Distillery Drive and Dine



On Saturday May 4 (following the monthly Manassas brunch), over 25 Potomac members headed out on a scenic drive to Prince William and Stafford Counties, ending at the A. Smith Bowman Distillery in Fredericksburg. For those of you steeped in Northern Virginia lore, Bowman Distillery was originally the anchor for a 4000+ acre farm that would be purchased in the late 1950s to develop what is now Reston. Taxes and development drove Bowman Distillery to move into a historic cellophane factory in Fredericksburg.

Participants were treated to a tour of the massive distillery facility as well as tastings (and more tastings) of their various whiskeys.

*Story and photos  
by Glenn Havi-  
noviski*



# Maryland Spring Drive

Story and photos  
by Glenn Havi-  
novski

A cloudy morning turned into a sunny afternoon as some 28 Porschephiles took a drive on a ring route around beautiful Liberty Reservoir west of Baltimore, ending in Sykesville.

We parked outside Baldwin's Station, an 1880s vintage train station on the Old Main Line, the U.S.'s first railroad. What is now Sykesville was founded at the turn of the 18th Century by a wealthy Baltimore landowner whose daughter became a sister-in-law to Napoleon Bonaparte.

During the Civil War, Gen J.E.B. Stuart and his Confederate buddies ransacked the town on their way

to bloody defeat in Gettysburg. Through floods that drowned the Howard County side of town and various fires and reconstruction efforts, Sykesville became what its former mayor called a "Norman Rockwell Painting"

The participants enjoyed lunch on the back patio and then explored the surrounding town, including the Patapsco Distillery and various ice cream, art and clothing stores.





# Virginia Spring Drive

Led by former PCA Potomac president John Eberhardt and his wife Rose, over 30 Potomac members enjoyed a spectacular drive from Manassas to Millwood across the outback of Loudoun, Fauquier and Clarke Counties.

After a stop at the Locke Store to pick up box lunches, the group toured the Virginia State Arbore-

tum where they enjoyed box lunches along with wine from Valerie Hill Vineyard. Members brought chairs and blankets and sprawled out along the hillside under the shade of trees, with many taking walking and driving tours of the State Arboretum afterwards.

*Story and photos  
by Glenn Havi-  
novski*





# PCA National Announces The PCA Experience in Conjunction with Potomac's PorscheFest – August 3<sup>rd</sup>, 2019

We are very excited to announce that in conjunction with our region PCA National is going to be launching a brand-new event called The PCA Experience.

This event will take place the Saturday of PorscheFest (August 3<sup>rd</sup>) and is designed to introduce the larger Porsche community to the PCA lifestyle. Just like in years past we will have driver education, autocross, and drive and dine events that weekend but PCA National will be adding to the “fest” for sure.

The Summit Point Washington Circuit will be home to a massive festival - with food, music, activities for the spouses and kids, concours, rare cars, dealer displays and much more. Additionally these visitors will be able to sign up to do parade laps on the Jefferson Circuit.

One of the great components of this event will be the “experience” tours for these visitors. Shuttle buses will be taking them to the Autocross pad to watch, and to the Summit Main paddock for

a guided tour of the driver's education program.

Michael Kaunitz is looking for volunteers to help so please reach out to [mkaunitz@pcapotomac.org](mailto:mkaunitz@pcapotomac.org) if you or someone in your family is interested in helping.

Stay tuned for information about how to get tickets for this event – it's going to be quite an “experience”.







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- **August 3, 2019**
- **9am-4pm**
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- Register by July 15th (No on-site registration)
- Event is free, but must register in advance.
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# Two Months Left – Design A New Logo for PCA Potomac

It's Official! PCA Potomac is holding a contest to update our region's logo. Any PCA Potomac Member or someone whom an existing member recommends is eligible to participate. The winning submission will win a \$200 cash prize and a \$250 coupon for any PCA Potomac event registration on MotorsportsReg.com.

Some of the objectives of this logo contest are to have a circular shape, with a more modern appeal and font choice – as well as the ability for it to look good in color and black and white digitally, on printed documents and on merchandise, either printed or embroidered. Elements must include certain verbiage, a nod to our Nation's Capital and complementary to the PCA National Logo and the Porsche Logo.

For Official Rules and guidelines, please see

<https://pcapotomac.org/4-potomac/activities/social/714-pca-potomac-logo-redesign-contest>









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# A Tour of the Morgan Factory

*Story and photos  
by John Evans*

My son David and I participated in a Smithsonian-Institution-organized tour in 2015 of the British car scene. Factory visits included, Morgan, Aston Martin, Jaguar and BMW's Mini plant. All were quite fascinating. The tub of a BMW Mini is put together by a series of large robots, that spot-weld together parts they extract from trays that are manually restocked by humans, while at Jaguar and Aston Martin it is aerospace technology that is employed involving lots of glue and rivets. Unfortunately, we were allowed to take photographs only at the Morgan factory.

The Morgan plant comprises a motley collection of brick workshops located next to one another in the town of Malvern, Worcestershire. Founded in 1909, Morgan has the distinction perhaps of being the world's oldest car manufacturer that remains largely in private hands. The present owners are the children of the late Peter Morgan, grandson of H.F.S. Morgan the founder. The company's survival no doubt rests on the uniqueness of its products, and the fact that these cars have engendered a cult-like following. There is a certain irony in the fact that, while many of Britain's car manufacturers are now owned by German compa-

nies (notably VW and BMW), Germans are enthusiastic purchasers of Morgans!

Morgan currently makes about 1,000 cars a year with a workforce of a little under 200 people. Their largest output is of the V-8 roadster that employs a Ford 3.7-liter engine good for 280 bhp. Weighing little more than 2,000 lbs, this allows a 0-60 mph time of 5.5 seconds. Unfortunately, owing to US crash standards, these cars cannot now legally be imported here. The problem lies with the rear-mounted fuel tank which would likely be damaged were a car rear-ended. The US standard requires that the fuel tank suffer no damage whatsoever in such a crash.

We can, however, import the three-wheeler. This is a modern version of the car that H.F.S. Morgan began making initially. Tax laws in Britain then encouraged ownership of such a vehicle as it was treated as a motor cycle. The same now holds true in the US with respect to safety standards. Not only is the three-wheeler imported here, but the S&S Company of Viola, Wisconsin makes the 1983-cc V-twin that is used by Morgan. This provides 82 bhp, which is





quite enough to propel a 1,155-lb vehicle.

Beginning in 2000 Morgan introduced a more expensive model - the Aero-8, which was recently updated with the revised version being unveiled at the Goodwood Revival. The Aero-8 employs a 4.9-liter V-8 sourced from BMW that provides 367 bhp. The model can be had with either a six-speed manual gearbox or an automatic transmission. Virtually all Morgans are built to specific customer orders. The company prides itself on the wealth of options that it offers in terms of paint, leather, wheels and other ways owners can customize their cars, apparently even outdoing Porsche in this regard!

Having seen at first hand the care and craftsmanship that goes into building each vehicle, I came away with the strong desire to own one - a process that was repeated subsequently at the end of the Aston Martin and Jaguar tours!



*Above: Out in the parking lot.*

*Left: The three-wheeler assembly area.*



[illegible]

alan@sandboxfp.com

## A man in a dark suit and red tie stands with his arms crossed next to a bright yellow Porsche Carrera GT. The car is parked on a paved surface, and a large, leafy tree is visible in the background.



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# Timepieces

During one of our many conversations, a close friend and fellow Porsche enthusiast stumbled onto a perfect analogy with respect to the future of cars. To be honest, our conversation was covering a lot of ground and his analogy may have been making an example of a parallel topic, but it hit home with me instantly. Sports-cars are like timepieces. To be more clear, Porsche's past and present, follow a similar path as the wristwatch, and in using the wristwatch's timeline, we might be able to somewhat predict Porsche's future.

Credit is given to Pater Philippe for the invention of the wristwatch in 1868. Less than 20 years later, Karl Benz is largely given credit for inventing the horseless carriage. Both were mechanical, both a luxury at the time, both destined to be functional, and both would make a sizable contribution to the world. Time and transportation drive us still today. While both also have remained largely the same, they've also gone through some monumental evolutionary change. Beginning as hand-built pieces, manufacturing increased their production numbers, providing millions of jobs. Wristwatches went from hand winding to auto winding, then to battery power. The automobile went from crank starting, to electric starting, and battery power grows each day.

The wristwatch would have its major disruption in 1960, when Seiko released the world's first quartz wristwatch, with its limited edition release of the Astron. The battery-powered, oscillating quartz crystal, meant no more winding and quickly proved to be more accurate. Better? Well yes, if time is your only reason for having a wristwatch. More on that topic in a minute. But, nearly sixty years later, quartz technology is found in cost-effective abundance. To the time driven populace, hand wound, and those broken mechanical watches of yesteryear, are devices that have long since had their time. In many cases, even quartz watches have now become a novelty as smartphones have largely replaced their need, and as smart watches appear on more wrists.

So what of the car? What can the wristwatch's past and present teach us? Well for starters, cars were once even more mechanical than they are today. They broke down all the time. They leaked oil, and like an old watch, required constant attention and ironically even required regular timing checks! Like the watch, at one time cars were mechanically started by hand using a crank handle. Wind it up! The 1911 Cadillac was the first to do away with this laborious task, and soon came electronically-controlled distributors and solid-state ignitions. This was all a bit like wristwatches no longer needing winding, as your wrist's movement

could keep the watch wound. Then cars became computerized, which we can say is like the progression towards quartz watches.

The way we tell time today is no longer really mechanical. It's more technological and electrified, and it's been this way for a long enough time to use it to possibly predict the future of cars. The automobile is on an electrification path. Over the next decade, the chances of you owning a plug-in electric vehicle are increasing. If you are old enough to have owned a watch you wind, you have almost certainly owned a quartz watch. And, if you own a smartphone, and certainly a smartwatch, you are likely to not only embrace an electric vehicle, you'll embrace more and more autonomous features as well. Now, I must credit Wiki for this piece of info, but the first modern cruise control was apparently installed into a 1958 Imperial, and get this, it was called "Auto-Pilot". Hardly I'd say, but we've been giving up tiny pieces of our driving responsibilities to autonomous technology for so long, that giving up the wheel is all there is left to give. Oh, and giving up the internal combustion engine as well.

So, what has been the fate of the wristwatch? Has it become a thing of the past? Yes and no. To be sure, even with smartphones in just about every hand, watches enthusiastically remain on many wrists. A New York Times article I read stated - In 2015, according to the Japan Watch & Clock Association, 1.46 billion watches were produced. Of those, 1.42 billion were quartz, 97% of the total. Wow! This data leaves plenty of room for collectible mechanical watches! Based on this, the prediction tells us that new internal combustion powered Porsches, and certainly reimaged ones, have a bright future.

Fine, handmade mechanical watches remain highly collectible among aficionados, as do cars. Both are regularly auctioned by the likes of Sotheby's and Christie's at record prices. Last year, Paul Newman's Rolex Daytona sold for \$15.5 million. Oh, how incredibly linked the wristwatch and the car enthusiast are, and the most collectible new mechanical wristwatches can sell for very similar prices to their car like counterparts as well. What the wealthy do, the masses try their best to emulate, and now, even a \$35 quartz copy can be everybody's bling thing! Oh my, does this mean it's possible that decades from now, the masses will drive around in cheap, battery-powered, Chinese knockoffs of highly collectible internal combustion engine cars? Watch out, that fancy crystal ball may just be made of glass!

Story by Tom  
Neel



## May 2019 new Potomac members

Patrick Allen - 2019 718 Cayman - from Washington	Jack Fritz - 2000 Boxster S - from Woodsboro	Steve Neff - 2000 Boxster S - from Hagerstown	Mark Shatrowsky - 1999 Boxster - from North Beach
Scott Armstrong - 2002 911 Carrera - from Chevy Chase	Chris Ginter - 2004 Boxster S - from Silver Spring	Clifton Page - 2009 911 Carrera - from Aldie	Ajoy Sinha - 2014 Boxster S - from Alexandria
Robert Bell - 1994 968 Cabriolet - from Burke	Margaret Holmes - 1999 911 Carrera 4 - from Bethesda	AJ Payne - 2019 718 Cayman - from Sterling	Forrest Sonntag - 2016 Cayman GT4 - from Lorton
Michael Benkert - 2019 718 Boxster - from Great Mills	Steven Hsu - 2001 Boxster S - from Arlington	Michael Reilly - 1984 911 Carrera Targa - from Mineral	Michael Youngblood - 2016 Cayman GT4 - from Colonial Beach - transfer from Hill Country
David Byford - 2014 Cayenne S - from Potomac	Mark Johnson - 2012 911 Carrera S Cabriolet - from Ashburn	Samuel Riley - 2014 Cayenne - from Fairfax	
Kurt Drottar - 2010 Cayman - from Gainesville - transfer from Hudson Champlain	Peter Kim - 2010 911 Carrera S - from Arlington	Paul Rochelle - 2008 911 Turbo - from Haymarket	
Ryan Duffy - 2007 911 Carrera S - from Arlington	Robert Madison - 2011 Cayenne S - from Port Tobacco	Sue Roselius - 2004 Boxster - from Haymarket	
Paul Ebert - 2006 911 Carrera S - from Alexandria	Christian Merlino - 2001 911 Turbo - from Ashburn	Mitchell Sacks - 2018 718 Cayman - from McLean	
Joseph ElChaar - 2012 911 Carrera GTS - from Allentown - transfer from Riesentoter	Clayton Miller - 2015 911 Turbo - from Washington	David Schaum - 2018 718 Cayman S - from Reston - transfer from Carolinas	

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## June 2019 Potomac anniversaries

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Michael & Monica Thomas

### 30 Years

Joseph & Josepha West

### 25 Years

Andrew & Marie Egeland  
Michael Kennedy & Lydia Wolf  
Paul & Beth Martino  
Tom Smith  
Alexander & Alex Van Leen

### 20 Years

John & Marjorie Bleiweis  
George & Kristy Kovatch  
Mike & Caroline Walgren

### 15 Years

Mark & Lynn Hillyer  
Brian Tringali

### 10 Years

George Carter  
Amy Langjahr  
Daniel Salsbury  
Richard & Charles Wexell

### 5 Years

Brett Antonides  
David Bergman  
Jeff & Trice Cesnik  
Chia-Lung Chang  
Brian & Ysbell Congdon  
Joseph J. ElChaar  
Paul Fischer  
Collins Jones  
Christopher Kearney & Anna Marie Vasquez  
Roger & Deidre Trussell Marin  
Emmit & Kurt McHenry  
Stacey Milam  
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The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

To join the PCA, visit <https://www.pca.org/user/join/membership>.

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

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

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

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.

- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.

- Interviews with interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche tractor.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.

- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.

- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

Write your stories, snap your photos, and send them to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). **All photos must be originals digital files; please do not resize or crop them before submission.**

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# Readers and Their Cars

Right: Potomac Porsche Club President, Mia Walsh and Rally Chair, Craig Davidson talk after the board meeting.

Below: Brooks Hunt took this picture of his 911T at George Washington's former property in Berryville at sunrise as he and David Ahearn were prepping to head over to Summit Point. David's 911-50 can be seen in the barn.







*Above and left: Paul Gilbert is on the left - Robert Bell is on the right. Paul's car is green, Robert's is white.*

Robert Bell and I met up recently with our 968 cabs. Making the reasonable assumption that we are probably the only 968 cabs in the "Greater Burke, VA area" we made a sign for our new 968 Cab club. We are both members of PCA.

Robert Bell bought his 1994 cab (white) this year, and I bought my 1995 (green) in 2017. One day about a month ago I was driving home from work in my daily driver Audi and saw Robert's 968. I followed him for about a mile and pulled up next to him at a light. We talked for the 3 minutes at the light and went our ways. He later posted on a Burke Facebook page if anyone knew the guy with the green 968. A friend of mine saw that and knew it must be me. We have had several conversations about cars using instant messaging, and today met with our cars.

We both use Jose at Autobahn Repair in Fairfax. Robert recently got a new timing chain and other repairs. 968's never sold well when new, so they are very rare today. It was fun to see another and compare notes.

*– Paul Gilbert*







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