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COVER PHOTO

2022 Taycan by PCA National DE Chair and former Potomac President Mia Walsh. See several more of Mia's photos in our story, "Potomacans To Porsche Parade", page 22.

BACK COVER

Bruce and Barbara Balvin went out for a stroll to the Boxwood Winery in Middleburg, Virginia, on a Sunday in early June with their 1980 911SC.

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We Got a Winner...



Steve Grumbach
Editor

At the PCA National Awards dinner at Parade in June, it was announced we won third place in the 2024 National Newsletter Contest. The Chicago Region came in first followed by the Orange Coast (So Cal) Regions. Congratulations to them for producing wonderful publications. Now, by “we” I mean the collective efforts of you, the members of the Potomac Region. I’ll explain.

The newsletter for each region contains a basic set of subjects suggested by PCA National. This includes a calendar of upcoming events, an index of executive board members and chairs, a list of new members, member anniversaries, results of recent competitions, required publication information, technical articles and reports, a message from the region president, optional articles of general PCA interest, etc.

The annual contest is separated into classes based on a region’s size to keep the field competitive. A committee of top editors scores the submissions based on information and navigation, overall layout and appearance, features, and article contributions from members, photography, artwork and illustrations, and the general scope and variety. It offers an independent perspective and critical appraisal to help each newsletter staff reflect on what can be done better.

Look, I’m just the new guy. The magazine you hold now has been in publication for more than 60 years and is built on a foundation by my predecessors. Notably, it was brought into the modern era by the late Richard Curtis. Richard was part of the team that launched USA TODAY in 1982 and was the pioneering managing editor of the paper’s graphics and photography teams. When Richard assumed the role of *der Vorgänger* editor in 2008, he wrote:

“Here’s the new *der Vorgänger*’s pledge to you:

- It will act as a conduit for information about club activities and will do so in a timely and accurate fashion;
- It will work to establish a community of members, bringing them together — literally and figuratively — to learn more about their cars and each other;
- When you look at the magazine, it is our wish that you’ll see yourself looking back.”

It’s an eloquent mission statement. Richard’s words ring as true today as they did then.

In 2013, Glenn Cowan, aided by co-editor Michael Sherman, assumed the role of Editor and did so for nine years producing over more than one hundred editions of *der Vorgänger*. The immense effort to do so cannot be measured.

During the past several years, co-editor Alan French influenced the content, appearance, style, and production of DV in a very significant way until he stepped away late last year. (He’s still just a phone call away whenever I need help.) The look and feel of DV is brought to life each month by gifted designer John Mills who brings more than 30 years of graphic design experience to every issue. And copy editor Joe Minarik scans every word to help us write clearly and concisely using the proper grammar.

In these past years, the purpose and value of the newsletter had to evolve with the introduction of our website, social media platforms, and email. Those means of communicating are quicker and sometimes more efficient than what a “snail-mail” publication can do.



So, what purpose should DV have? I think the physical copy of *der Vorgänger* is the tie that binds us together as a club. It highlights recent events and provides personal profiles and perspectives. It informs and documents our activities and accomplishments. And it does so in a meaningful way through you, our members.

DV’s rich and varied content comes to you each month through the contributions of Potomacans — primarily the activity committee chairs and their committee members.

We have features submitted by dedicated, thoughtful, talented, and articulate members who tell their marvelous stories in words or photographs. Without their endeavors, there wouldn’t be much to share.

So, it is very gratifying for me to be able to share this news with you that our collective efforts were recognized by PCA. Congratulations! We did it! Keep up the great work! DV

Wearing a Smile that Fits

I hope everyone is having a great summer so far. I am writing this shortly after PCA's Club Race at Watkins Glen in mid-June and I will warn you upfront that this column may sound a bit corny to some, but here goes.

With racing, as in life in general, one must deal with adversity and difficult situations. How one reacts to these problems will determine how successful one is, right? Of course, one can also do a good job of planning and some, but not all, problems might be avoided. But all problems can never be avoided.

At the race this past weekend, I encountered many problems with my car, so I got a full dose of adversity. As we all know, our PCA Potomac family will always do whatever they can to help fellow members. Steve Wilson and Chip Taylor spent countless hours and much effort trying to fix my car

problems (thank you, gents, much appreciated!). While they did have some success, I still had to deal with a race car that suffered from intermittent loss of power. I could work around it a bit for the first race, but the second race required me to go off track on the first lap at a very difficult part of the track (Bus Stop), to avoid being rear-ended by the 40 or so cars behind me.

So, that gives you a little bit of background. Now for the corny part. I think we would all agree that being able to have a positive attitude in life (especially in racing) can REALLY help. The problem is always: how do I do this when the "wheels are coming off" and things look pretty dark? Something that has helped me recently I gleaned from reading an article by noted performance coach, racing driver, and accomplished author Ross Bentley, in "Speed Secrets".

It talked about how to get yourself in a better mood because if you are in a better mood, you will perform better. This is certainly not a new concept for any of us, but the technique he talked about to put yourself in a better mood is to just SMILE! On this occasion smiling very much helped me to deal with adversity, and I have trained myself to do this in my everyday life. (I told you this was going to be corny!)

I mentioned this to a family member about a month ago and she was very polite and kind to not roll her eyes. I really didn't think she bought into the idea, but maybe she has, as she mentioned it to me just recently.

So, SMILE your way to success on and off the track and if you see me at an event soon and you see me smiling at you it isn't just because I'm really glad to see you! DV



Don Mattran
President



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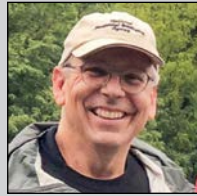


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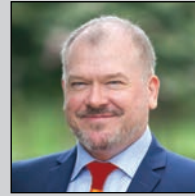
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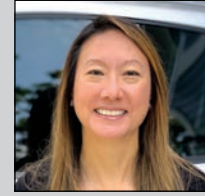
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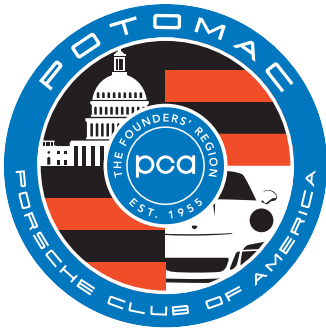
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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.

JULY



19-22 Drive & Dine: Highlands Tour,
Inn at Gristmill Square,
Warm Springs, VA



26-28 Potomac's PorscheFest DE,
Summit Point - Main Circuit,
Summit Point, WV



27 Autocross: PCA Potomac Autocross #4,
Summit Point - Potomac Circuit,
Summit Point, WV

AUGUST



2-4 Drive & Dine: Charlottesville
Weekend Getaway, Clifton Inn,
Charlottesville, VA



3 Rally: PCA Potomac - Chesapeake
Regions Speed Limit Sign Rally,
Cockeysville, MD



10 Social: PCA Potomac Picnic & Open
Board Meeting, Circle D Farm,
Woodbine, MD



11 Drive & Dine: Fun run drive through
Prince William, Fauquier, and Culpeper
counties to Old House Vineyards,
Culpeper, VA



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!

- **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.

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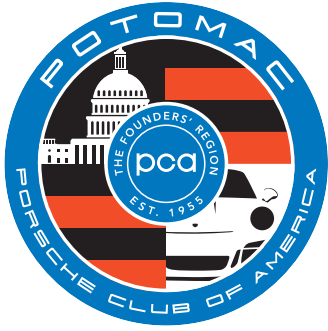
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Potomac Program Highlights

DRIVE & DINE



Group drive along Bristow Rd near Brentsville, VA. Photo by Shawn Peters.

Drive & Dine: Black Sheep

STORY BY JACKIE PETERS, DRIVE AND DINE CO-CHAIR

On a gorgeous May morning, the roaring sound of engines filled the air as 33 gleaming Porsches arrived at the rally point for the second annual Drive & Dine to The Black Sheep Restaurant located at 2 Silos Brewing Company in Manassas, VA.

At approximately 9 am, the first of four drive groups, led by seasoned volunteers, set off on a two-hour adventure through the winding back roads of Fairfax and Prince William Counties.

As the groups arrived at The Black Sheep, the participants, famished from their invigorating drive, disembarked and made their way into the renovated historic dairy barn. Inside, they indulged in a delectable array of breakfast delights and engaged in lively conversations.

The camaraderie and shared passion for Porsches permeated the atmosphere. The participants exchanged stories of their driving experiences, their love for their cars, and their adventures as members of PCA.



Group assembly before the drive. Photo by Glenn Havinovski.



Mike & Jackie Peters Cayman GT4 at assembly, with Paula Benesch, Jessica Douglass and Philip Berk. Photo by Dory Thomas.

Special thanks were extended to the dedicated volunteers who made this event a resounding success: Troy and Paula Benesh, Glenn and Nancie Havinovski, Steve Kaye and his fiancé Dory Thomas, LeRoy and Marily Mills, Jim and Gina Moser, Max and Rhonda Moser, and Ric and MaryAnn Segovia. Their dedicated efforts contributed to the success of the event and ensured that the drive and brunch were both enjoyable and memorable. DV



Nancie Havinovski, Co-Chair Jackie Peters, Lew Azzinaro, Barbara Azzinaro. Photo by Glenn Havinovski.



(L/R) Troy Benesch, Carin Mintz, Kristi Mintz, Carin Mutmansky, Gary Robertson, Mike Peters and Paula Benesch. Photo by Jackie Peters.



Anita Baarns (with Instructor Duyane Norman) in her distinctive Guards Red 2015 Porsche 911 Turbo S "Maxime" forms up on the grid in the Blue group before entering the Shenandoah circuit on Sunday afternoon. See more about Maxime in the story, "Maxime & F1 Flirtations" on page 30. Photo by Steve Grumbach.

Driver Education (DE): Summit Shenandoah

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

The Potomac Driver Education program mounted our annual DE event at Summit Point Shenandoah Circuit the weekend of June 1-2. The weather was about as close to perfect as anyone could remember!

The Shenandoah track is the third of three tracks at Summit Point. The first is Summit Main Circuit, which Potomac DE uses for four large-scale DE events each year. The second track is known as the Jefferson Circuit which is used often by Potomac for early-stage driver training clinics.

Shenandoah is a complex and fun track placed in a reasonably small land footprint within the Summit Point facility. This is a nice way of saying it is a very "busy" track. There are up to 22 turns (depending on the configuration) and three straights

fitting compactly into two miles (the same length as Main, which has only 10 turns). The fun of driving this track starts to show up towards the end of day one when a driver gets to know their way around and remembers what is coming next! Adding to the fun, this track offers access to a skid pad co-located with the track which stays busy the entire weekend. With the addition of an instructor, it provides all the tools for safely teaching fundamentals of car control on very low friction surfaces.

The entire facility is a great learning environment, especially for beginning driving students, because it not only presents just about every type of turn but also connects the majority of the turns together, forcing a driver to think holistically and avoid mistakes. As the drivers quickly learn, making



Marc Abrams in a 2020 911, ahead of Tracy Bryant in his 2006 997 Carrera S with Instructor Aaron Copeland, goes around the Big Bend curve onto the back straight Sunday afternoon on the Shenandoah circuit. Photo by Steve Grumbach.



Vince Vlasho in his 911 Carrera 4S heads onto the back straight Sunday afternoon. Photo by Steve Grumbach.



Anthony Schulien in his 2015 Cayman S. Photo by etechphoto.com



Bill Calcagno (Instructor and Club Racer in the PCA SPB Race class) in his 1999 Boxster. Photo by etechphoto.com

an error on one turn will leave the car out of position for the next one or two turns and make them more difficult to master. Instructors know they are in for a busy day from the start. (Thank you Potomac Instructors!)

The weekend brought nearly 100 participants including drivers, instructors, and volunteers. Just about everyone stayed to enjoy the Happy Hour on Saturday after the track went cold, where they enjoyed some snacks, beverages, and lots of survival and success stories.

For more information about upcoming Potomac DE events (four Summit Point DE events and our Fall HPDC clinic for beginning drivers), please contact DE Chairs Bob Mulligan and Susan Kimmitt at: dechair@pcapotomac.org DV



Brian Walsh refined his car control skills on the Shenandoah skid pad in his 2015 Boxster S. Freshly detailed before he started, the process now is: wash, dry, drive, repeat! Photo by Steve Grumbach.



Bryce Lively in his 2015 (981) Cayman S followed by Rick Masser in a Cayman R. Photo by etechphoto.com



Johan Nye in his 2014 (981) Cayman. Photo by etechphoto.com

The weather was about as close to perfect as anyone could remember!



The weekend brought nearly 100 participants including drivers, instructors, and volunteers.

Brian Lobuts with Instructor John Houston in his 2006 Cayman S followed by Tracy Bryant in a 2006 Carrera S with Instructor Aaron Copeland. Photo by etechphoto.com



Maria Abrams in a 944 S. Photo by etechphoto.com

DRIVE & DINE



On Friday spirits rose along elevated, twisting road to wunderbar adventures. Photo by Troy Benesch.

Wild Wunderbar Getaway

STORY BY MIKE AND JACKIE PETERS, DRIVE & DINE CO-CHAIRS

Early on Friday, June 7th, the clear and delightful morning air sparked with anticipation as the PCA Potomac Region's Wild Wunderbar Getaway was about to launch. This new Drive and Dine event for 2024 is the culmination of six months of planning that delivered a commitment to offer new and exciting events for PCA members. This sold-out event of 47 participants and 23 cars was an ambitious three-day getaway with amazing drives, fine dining and upscale accommodations at West Virginia's Stonewall Resort.

The distinctive sounds of finely tuned German automobiles could be heard approaching in the distance as gleaming Porsches made their way to the rally starting point in Gainesville, Virginia. Not to be outdone, the lone Taycan emitted an electrifying hum of innovation amidst the cacophony of internal combustion engines. Without delay the drivers jockeyed into position at the designated staging

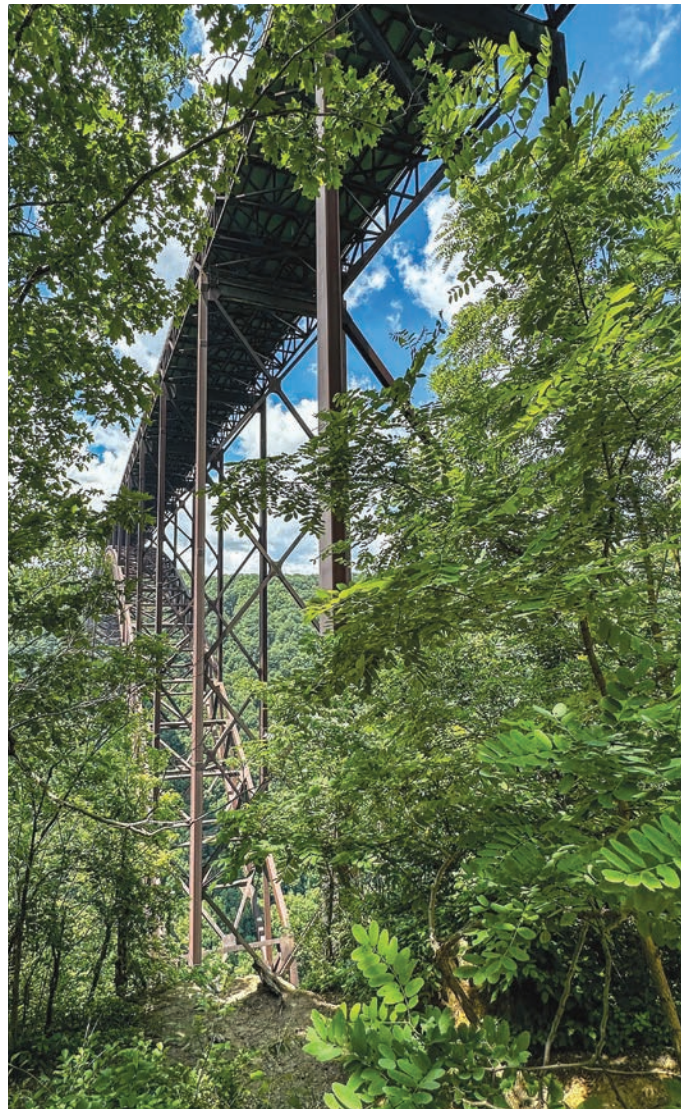
location with headlights on and performed the remaining 'pre-flight' checks.

In choreographed fashion, the driving groups launched westward into what promised to be a great adventure. The groups effortlessly traversed miles of twisting back roads through the rolling Blue Ridge Mountains before descending into the Shenandoah Valley. The group then crossed the summit of the Appalachian Highlands and descended into Wild and Wonderful West Virginia. Drivers and passengers were treated to picturesque views of Seneca Rocks and encountered a surprising number of other Porsche enthusiasts when we stumbled upon hundreds of vintage air-cooled Porsches participating in the Ruchlos Rallye. West Virginia was living up to its "Almost Heaven" tagline as the undiscovered hidden gems of this mountain state unfurled beneath Zuffenhausen's power plants.



A Crayon box of Porsches line-up with their drivers assembled in front of the Stonewall Resort, the host location. Photo by Mike Peters.

Along the way, several in the group asked, "What's for dinner?" Photo by Paula Benesch.



On Sunday the group traversed the river on the old wooden bridge under the New River Gorge Bridge. Photo by Jeff Brutsche.

The New River Gorge Bridge is 3,030 feet long and 876 feet above the New River near Fayetteville, West Virginia. Photo by Jeff Brutsche.



Troy and Paula Benesch arrived in one vehicle and departed in two: unfortunately, their 2008 997 Turbo deposited all its coolant along a West Virginia highway midway through a drive. This after a major coolant service before departure. Let's say it took them longer to get home. Graciously, Mike and Jackie Peters offered to stay with them and escorted them all the way home to northern Virginia. They even managed to have a little fun and a great meal on the way back. Photo by Mike Peters.



The Trans-Allegheny Lunatic Asylum in Weston, WV. Photo by Steve Grumbach.

The group stopped for lunch at the historic Graceland Inn Mansion overlooking the town of Elkins, West Virginia, and was treated to a chef-inspired gourmet meal, a welcome respite after many hours on the road. With satisfied stomachs, but low fuel gauges, the convoy overran a local gas station before embarking on the final driving segment of the day.

Upon arrival at the Stonewall Resort, Potomacans were treated to an icebreaker event where members unwound from the road with a few choice beverages, made fast friends (pun intended), and shared questionable tales.

On Saturday, the group embarked on an epic journey through the heart of West Virginia's mountains. The well-maintained, two-lane roads offered an endless web of twisting curves and breathtaking vistas. With each new bend in the road, these agile sports cars cut effortlessly across the terrain. A thrilling reminder of Porsche's performance pedigree.

That afternoon, the group enjoyed a VIP tour of the historic Trans-Allegheny Lunatic Asylum in Weston, West Virginia. This architectural landmark is recognized as the second largest hand-cut stone building in North America. The

asylum was open to patients from October 1864 until May 1994. Our group explored abandoned wards, ever vigilant for a glimpse of an apparition. The facility was a chilling testament to a bygone era and added a touch of the macabre to the weekend fun.

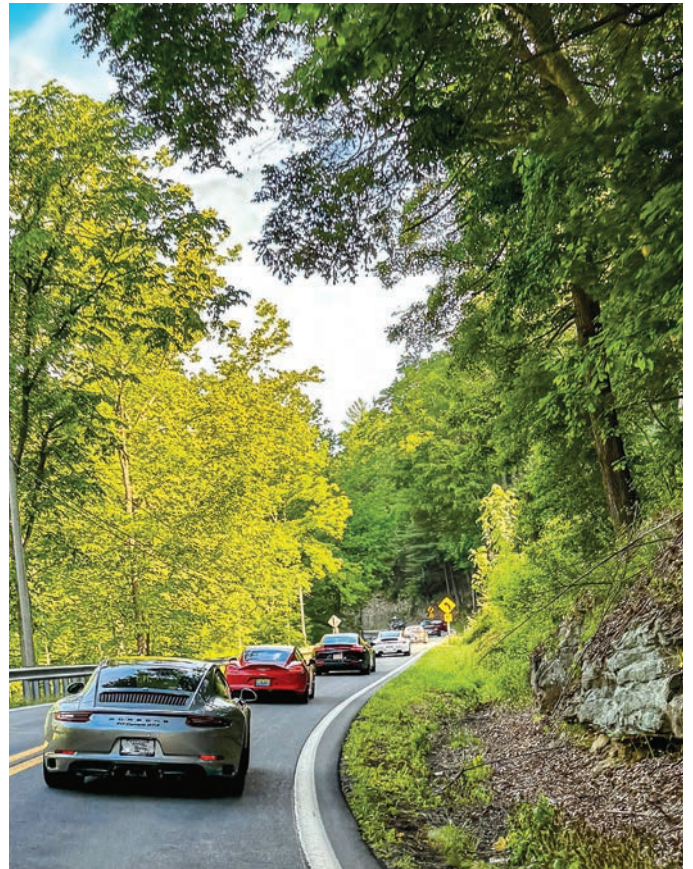
Sunday's final excursion was highlighted by another scenic drive and breathtaking views of the New River Gorge Bridge, a majestic 876-foot-tall steel arch bridge spanning the New River Canyon. Fun fact: the New River is one of the few rivers in the U.S. that flows from south to north, passing through North Carolina, Virginia, and West Virginia.

As the Porsches left the Stonewall Resort and the sounds of their engines faded into the distant hills, the participants departed with an unforgettable experience, leaving only a trail of smiles and engine coolant behind. This inaugural event was a resounding success. A testament to the passion of Porsche owners and a reminder of the camaraderie that makes the PCA Potomac Region second to none.

Thanks to those who volunteered and participated, we hope to see you again on the next trip! DV



An ambitious three-day getaway with amazing drives, fine dining and upscale accommodations at West Virginia's Stonewall Resort.



Before a guided tour, the group assembled at the entrance of the Trans-Allegheny Lunatic Asylum. Draw no inference whether this was fitting – it is NO LONGER an operating hospital. But as the Eagles sang: *“Relax, ” said the night man, We are programmed to receive. You can check out any time you like, but you can never leave.”* Photo by Steve Grumbach.

Tour group on Saturday. Photo by Paula Benesch.



Unplugged and ready to roll: Paul Jameson with his 2020 Taycan Turbo.

Living' the Life 'Lectric

STORY BY PAUL JAMESON

I knew I was in trouble after I asked der Vorgänger editor Steve Grumbach if he knew anyone besides myself who had driven a Taycan on an extended Potomac Drive & Dine. His quick answer was “nope,” resulting in a request for an article on how I plan my excursions with the club. (Note to self: Be careful what you say around the Editor – the next thing you know you’ll be drafted into writing an article for DV!) And first and foremost a shoutout to Co-Chairs Jackie and Mike Peters for a great “Wild and Wunderbar” Drive and Dine event.

This was my fourth or fifth D&D; each one required some planning for charging top-ups. Mike Peters provided the routes and planned breaks for each driving segment before we left. That allowed me to use the A Better Route Planner (ABRP) app, into which entered each segment to begin the planning process. ABRP gives you the remaining charge level at each stopping point and suggests the most efficient KW quantity to charge at each break. This is a great starting point which I then tweak, so as not to slow the group.

For example, the first segment had the group stop for a break at McDonald's in Luray, Virginia, pretty much in the middle of a charging desert. However, the beginning of the second leg was going right past a Pilot Travel Center with high-speed chargers. So I arranged with Mike and Jackie to allow me to be in the first group so that when they stopped at the break, I could continue to the charging location and wait for them to catch up. This worked perfectly; I was fully topped off by the time the group arrived (they didn't even

slow down - just a quick wave to indicate they saw me), I unplugged and rejoined the group. Of course, this meant I was now an “auxiliary sweeper” to Group One! The original plan was for me to switch and join Group Two, as this would have given me more time to charge, but that proved unnecessary.

The third leg's destination was for lunch at the Graceland Inn in Elkins, West Virginia. Once again, I peeled off Group One with a wave and headed to the charger at a local Ford dealership for another top-off. After charging up, I joined the group for lunch without skipping a beat (meaning they hadn't started Group Two's orders.) The day's final destination was the Stonewall Resort which provided free simultaneous charging for three cars (1 CCSI, 2 Tesla). The CCSI was free when I arrived the first day. All three were full on the second day, but two cars soon left. I highly recommend that every Taycan driver purchase a Tesla to CCSI (destination charger) adapter.

I have found that a max of two top-ups on events is more than adequate per day as the range with an 85 percent charge is about 225 miles. Hence the trick is to use ABRP to locate fast charging stations around the break areas. My next suggestion is that Taycan drivers ask to be in the first group, so that if they should need a longer charge they could join the second group as they pass by.

I hope this article helps and prods other Taycan owners to give the Drive and Dine a go! Our next trip is to Charlottesville and chargers are already mapped out. It should be another great D&D adventure! DV



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Chairs: Pat Kaunitz & Marcie Calcagno



Left: Road tripping to Parade is half the fun! Mia Walsh's 2015 Boxster S at the halfway overnight stop in Bristol, TN, the birthplace of country music and Bristol Motor Speedway. Photo by Mia Walsh.



Display at Classic Car Motoring. Photo by Steve Pera.

Potomacans to Porsche Parade

STORY BY LEROY MILLS AND LONNIE PERA
PHOTOS BY MIA WALSH AND LONNIE PERA

The 68th Porsche Parade was held June 9-15 at the Birmingham-Jefferson Convention Center and the adjacent City Walk in Birmingham, Alabama. Parade is PCA's largest annual event with activities for the whole family including Concours, DE, Tech talks, Autocross, multiple Driving Tours, a Rally, an Art Show, Porsche Sim Racing, Junior events and award banquet dinners. My wife, Marilyn, and I took two days to drive down from Virginia with a stop in Georgia to visit Potomacans Steve and Lonnie Pera, who moved from Maryland to Georgia late last year. We caravanned to Birmingham together and shared the Parade experience.

We all enjoy the driving tours so that was our priority. We also volunteered to assist with several events. Lonnie and Steve volunteered to collect People's Choice awards for the Concours on Monday morning at the City Walk.

On Tuesday, we all did the Cheaha State Park Scenic Drive. After a winding, picturesque route through the Alabama countryside, we arrived at the park's main attraction: the boardwalk to Bald Rock, the highest point in Alabama. The 180-degree view was stunning.

On Wednesday we volunteered as sweepers for the driving tour to the Barber Vintage Motorsports Museum, along with a guided tour. The museum's motorcycle designer invited us into the design center and discussed the design today compared to when he started. He also showed us the 3D printer and discussed how it has changed design testing and reduced time.



The "Jazz Communion" mural on Main Street in Anniston, AL, serves as the perfect backdrop for Steve and Lonnie Pera's Cayman GT4 and LeRoy and Marilyn Mills' Carrera. Anniston was the endpoint of the Cheaha State Park driving tour. Photo by Lonnie Pera.

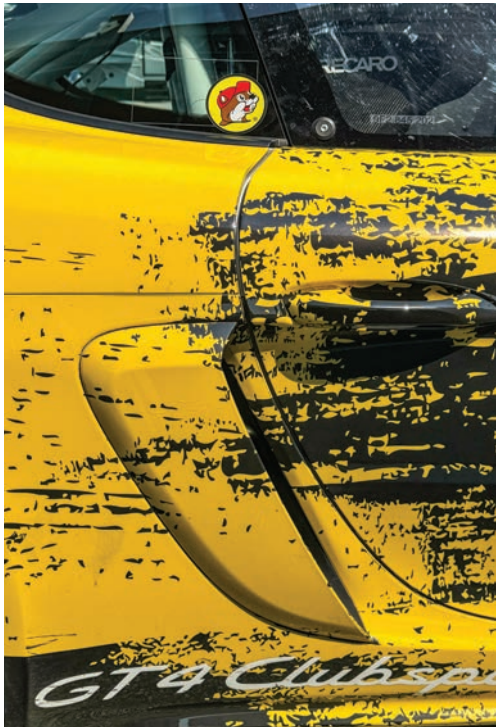
Many Parade attendees participated in Bama Horsepower Gimmick Rally on Thursday. The "Talladega Nights" inspired rally was designed by Ellen Beck from the Chesapeake Region. The Rally involved a tour to four waypoints: Bass Pro Shops, the Mustang Museum, Talladega Speedway, and the International Motorsports Hall of Fame. At each stop, participants answered questions, attempted to find seven scale model cars that depicted the real machines driven by Bubba Wallace, and attempted to locate six scavenger items that related in some manner to the questions. Parade participants were grouped into three categories; PCA Juniors, groups of two, and groups of three or more. Steve and Lonnie Pera placed 13th out of 106 entrants in the "two participants" category. They said they honestly do not know how they fared so well during this challenging Rally.

Thursday was our opportunity to sightsee. We walked from the hotel to the nearby Civil Rights district and took a tour of the Sixteenth Street Baptist Church National Landmark.

This was the church bombed on September 15, 1963, by members of the Ku Klux Klan, killing four black girls. We also visited Kelly Ingram Park where the Freedom and Children Marches started. We also walked by the A.G. Gaston Motel where Martin Luther King, Jr., used to stay in room 30 when he was in Birmingham. We then took a drive to Vulcan Park and toured the museum. The Vulcan Statue is the largest cast iron statue in the world and was made for the 1904 St. Louis World's Fair. The massive statue is the unofficial mascot of Birmingham.

The Mills' and the Pera's Friday drive tour followed the old stagecoach route. Saturday was the Parade of Porsches to the Barber Motorsport Park. One of the benefits of volunteering for events was the free Saturday Volunteer luncheon. Numerous prizes, including a free Princess cruise were given out at the volunteer lunches.

Parade 2025 will be in Oklahoma City. DV



The new Buc-ee's opened less than a mile from Barber Motorsports Park last year. Since then, eight million people have taken that exit off Interstate 20. When, oh when, will Virginia get ours? Photo by Mia Walsh.



The view at Bald Rock in Cheaha State Park, a destination on one of the scenic drives. Photo by Lonnie Pera.



Fans of "Talladega Nights" will get the joke. No, it's not Ricky Bobby, it's Al and Jen Ellison, flanking Mia Walsh in the Wonderbread hat at the Monday Concourse. Shake and Bake, indeed. Photo by Mia Walsh.



With over 800 attendees, Parade tours were staged at Classic Car Motoring's spacious facility in Irondale, AL. Photo by Lonnie Pera.



We are grateful to Pirelli USA and their sponsorship of the Parade Welcome Party and especially for bringing the incredible GT3 RS to the Concourse Prep Area. Photo by Mia Walsh.



Fans surround the Porsche Penske Motorsports (No. 6) 963. Drivers Kevin Estre (France), Andre Lotterer (Germany), and Laurens Vanthoor (Belgium) would finish fourth overall.

2024 24 HOURS OF LE MANS

STORY BY JOE MINARIK
PHOTOS BY JOE AND HUGH ALEXANDER

When you're talking about the biggest of the big, you've got to start somewhere. And for Le Mans fans this year, perhaps the most intense and instantaneous recollection for many on-site fans will prove to be the noise.

The auditory profile of the 101st 24 Hours of Le Mans was definitely the earth-shaking throb of V-8 engines. From the penetrating vibrations at redline at the end of a straight to the staccato backfiring in the braking zone, that half-musical-half-percussive sound (or just plain "shaking") was near-constant and predominant. Of the 23 LMGT3 ("LM" for Le Mans, "GT" for – well, you know) entries, the two Aston Martins, the three McLarens, and the two Lexuses (no, we don't do "Lexi") were V-8 propelled. The McLarens were semi-muffled by turbochargers, but the others let it all hang out. And then, the grand rumbler of that group were the

two new Ford Mustang LMGT3s, which took the shaking to a whole new GT level. The entire 16-car P2 field (the prototypes somewhat less potent than the "Hypercars") was powered by the spec Gibson naturally aspirated V-8 engine. And even among the highest-tech Hypercar potential winners, with their hybrid power systems, there were two turbocharged V-8 BMWs, and two turbocharged V-8 Lamborghinis. And then, the noisiest of all cars in all classes were the three unmuffled Cadillac V-8 prototypes, which put even the Mustangs in the audible equivalent of shade.

For Porsche fans, the pounding of a V-8 is usually just a distraction. But there were six – count 'em, six; three factory, and three semi-private – turbocharged V-8 Porsche hybrids in the Hypercar class. The three factory cars were named Penske-Porsche; two privateers came from the Hertz Jota Porsche team, which earned a big victory at Spa, and Proton



Roger Penske speaks with Wolfgang Porsche (black cap at left) on Saturday before the start.

ran a third privateer entry. Again, with a turbocharger, our team members were not among the very loudest, but they did not sit back meekly, either. For the Porsche fan at this year's Le Mans, the answer to the question of "what stands out?", would most likely elicit a reaction of reflexively covering one's ears. Or it could evoke shivers from the cold, and especially the rain.

A second theme of the event was the competition throughout the field. Not only were the recorded times close, but the rankings of the competitors from session to session changed – indicating that there were several potential winners.

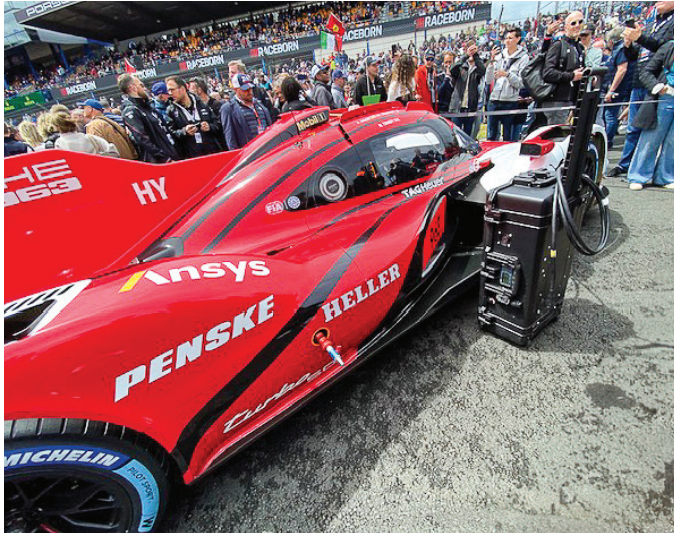
And any outside-the-car event (like the weather) could potentially swing the balance of the race. Seven years ago at Le Mans, I asked a Porsche 919 driver before the race where the team stood on setting up the car. He said the car comes off the transporter as well set up as it can be. Everything that they do at the track is chasing the weather – which includes not only the prospect of rain, but also the humidity, the ambient temperature, the track temperature, the difference between night and day, and on and on. In a large, competitive field, with timing and scoring to the thousandth of a second, and with the weather widely variable and unpredictable, the race is going to be a high-stakes lottery, not only in terms of choices of pit-stop timing and tires during the race, but also concerning all of the settings on the car that cannot possibly be touched once the race begins.

First, hypercar qualifying was appropriately tense, with five cars within one second of each other. The top of the order was BMW-Cadillac-Ferrari-Toyota. The second-fastest factory Porsche was 11th; the other was 20th.

And for Le Mans fans this year, perhaps the most intense and instantaneous recollection for many on-site fans will prove to be the noise.

Unfortunately, the Hertz Team Jota Porsche was totaled in an earlier practice, and could not be reconstructed in time; it would start the race at the back of the Hypercar qualifiers, in the eighth slot. The final run to the Hyperpole was enormously suspenseful because it began late in darkened conditions and with rain falling on part of the circuit. In the darkness and the rain Porsche driver Kevin Estre dug deep. He put in a last-second lap that took the pole for Porsche – in front of two Cadillacs and two Ferraris. Beyond Estre's personal effort, he and the team cited careful work to keep his tires at an optimal temperature level during the red-flag period, so that he was ready to push in the last seconds of the session.

The race began with stellar artistic prospects, but a dismal weather forecast. And with only factory Porsche number 6 at the sharp end of the field – starting in pole position – the early laps were indicators of where things could go. The number 50 Ferrari passed the number 6 Porsche on the first lap. The number 51 Ferrari passed it just a few laps later. The Ferraris did not always play well among themselves, raising some concerns about their prospects. But on the first scheduled pit stops, the number 6 Porsche retook the lead, but ceded the lead back to the number 50 Ferrari over the next few laps. Shortly after that point, the number 99 Proton Porsche Hypercar got in trouble and essentially stayed near the bottom of the order until it retired. Meanwhile, the number 3 Cadillac climbed up to third, the number 8 Toyota joined in the fray and the race was truly on. The Porsche was quick, but the other contenders were just that little bit quicker. The question was whether Porsche's legendary reliability – or just some good luck – would turn the tables our way.



Porsche Penske Motorsports No. 4 963 (for works drivers Mathieu Jaminet, Felipe Nasr and Nick Tandy) on the grid before the start. All photos by Hugh Alexander.

Before the end of the second hour, the rain came. It never went away for long, bedeviling the team strategists, not to mention the drivers. But this first shower was just a hip fake. That initial sprinkling of rain and ambiguous radar indications, compounded by the localization of the showers in the Mulsanne area, sent teams scrambling in different directions which also confused fueling schedules. The lead number 6 Porsche anticipated more rain than would materialize at this point and wound up losing time on wets. The third, semi-private, number 83 Ferrari driven by Robert Kubica fought its way to the front – and truly fought with the factory number 50 Ferrari. The number 20 BMW was virtually destroyed in a crash within the first three hours. It was repaired and sat in the pits to re-emerge and cross the finish line much later.

So the order among the Porsches became unsettled; a little after three hours in, the number 5 Porsche was up to second place, and number 4 up to fourth, both from much deeper in the order. Number 6 had fallen back to 14th. The Jota Porsches were supporting the factory troops with number 38 in fifth, and the usually faster number 12 in eighth. And at about that time, the number 91 LMGT3 Porsche led in class, and number 92 was not far behind in 4th place. The LMGT3 competition was exceptionally close; at one point, the number 91 car pitted from the lead, had a typically efficient Manthey-team pit stop, and reentered the race back in ninth place!

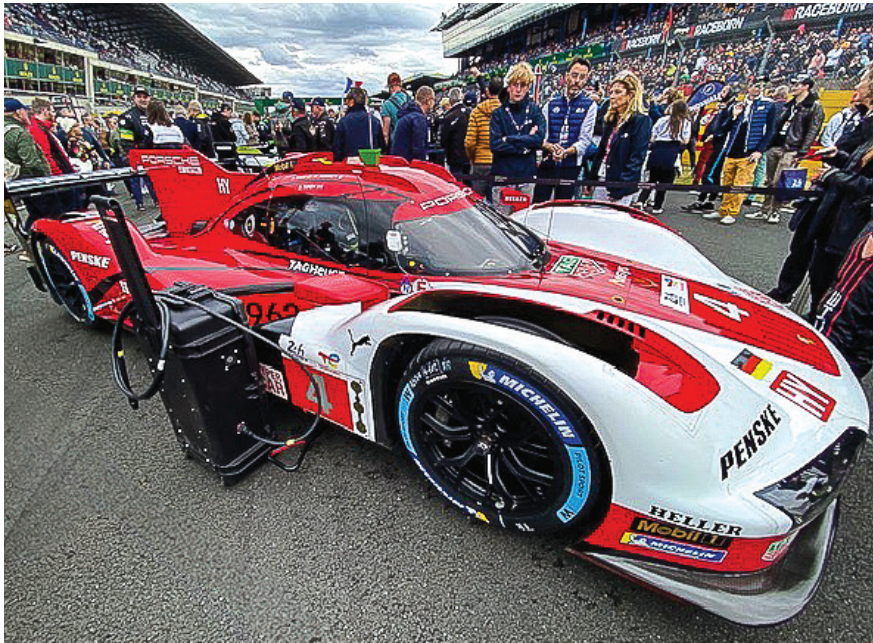
In hour six the surprising leader, the number 83 semi-private Ferrari, lapped and sideswiped the number 15 BMW, which hit the right barrier and then crossed head-on into the left one. The number 83 subsequently received a 30-second penalty, but the number 15 suffered far more than that,

becoming junk on the spot, and for all practical purposes leaving the team to pack for the airport. The barrier damage was extensive, and the race went under a safety car for some time. Then mechanical problems and on-track contretemps began to beset the very quick LMGT3 McLarens. At this point, Mother Nature demonstrated her sense of humor by sending another rain shower, but this time one that very much rewarded wet tires. Teams that were fooled into putting on wets in the phony rain earlier in the race, and that resolved not to be fooled twice, were not amused.

A surprisingly quick LMGT3 BMW slid off track after the Dunlop Bridge and its amateur driver was heard on the radio with a statement that should be recommended in the Porsche Club First-Time High Performance Driver Education Handbook: "It just slipped on me. Not again, oh my God, guys."

In the 10th hour, the rainfall became even more serious, beginning the longest single safety car intervention in the history of Le Mans, extending for four hours and 26 minutes. When it ended, the Toyota number 8 versus Porsche number 6 battle resumed, but again to Toyota's apparent advantage. In the 16th hour, the two-car Porsche LMGT3 effort dwindled to one, as the number 92 Manthey car suffered a gearbox issue and lost a decisive 20 minutes in the pits.

In the 17th hour, Porsche also lost a Hypercar competitor. The number 4, with Felipe Nasr at the wheel, inexplicably went into the barriers and was lost. But that was not the most frightening episode; a Heart of Racing Team LMGT3 Aston Martin tried to stay out of the way of oncoming Hypercars in the fast right kink before Indianapolis, got into the marbles off line, hit the barrier and flipped onto its roof. The entire region exhaled in unison when the driver climbed out through the missing door, unharmed.



The true measure of the value of the victory is the quality of the competition and the strength of the effort.

In the last quarter of the race, we were left with the 50 and 51 Ferraris, the number 7 Toyota, and the number 6 Porsche to provide a thrilling finish. And all of that was seasoned by the incessant cycle of drizzle, rain, cloudburst and mere overcast that sent cars in and out of the pits in anticipation of the need for slicks or wets, which correspondingly put them all on different fuel-stop sequences.

The number 50 Ferrari, driven brilliantly by the young Dane Nicklas Nielsen, found itself in the lead. Albeit with a right-side door that kept flying open on left turns. Nielsen tried to close it himself, but that is no easy thing in a Hypercar with structural safety features. Eventually, he had to pit – and he emerged with a closed door, but a near-empty fuel-tank-and-battery combo. Chasing him down was the number 7 Toyota which had started from the back and suffered punctures and turbo issues, but now was running well and had adequate fuel. Behind the Toyota was the number 51 Ferrari, which had won the race last year, but this year suffered the penalty for spinning the number 8. And behind it was the number 6 Porsche, piloted by Laurens Vanthoor, which lost enormous time on slicks in the false rain early in the race.

Nielsen in his number 50 Ferrari crossed the line with 2 percent of his energy capacity left – which would cover perhaps two-tenths of one lap at racing speed. The Toyota was 14 seconds back. One more lap? Probably not... Another 22 seconds back in third place was the number 51 Ferrari, with the number 6 Porsche just 1.1 seconds off that podium position. It lacked just a little bit of pace in the outcome of this lottery.

But the outcome in LMGT3 put salve on the wound. Up until the last couple of hours, the number 91 Manthey Porsche just held off the number 31 Team WRT BMW. Then the Porsche, piloted by old-hand factory driver Richard Lietz, just drove away. Someone asked me if he could win it. I said that Richard Lietz would make no mistake. Third and fourth, and honor due on debut, were the two Mustangs. Fifth, and again honor due, were the Iron Dames.

What was Le Mans like this year? The race was magnificent. The night was miserable. As you know, all the cool boys and girls stay at the track for the whole 24 hours. However, the intelligent adults read the weather forecast, and if appropriate, head back to the hotel. Even in a “luxury” pavilion, cascading rain in the low 40s (Fahrenheit) is unpleasant (to be polite). And beyond that, the crowds were unearthly. In the 919 era from 2014-2017, the then-crushing attendance was about 250,000. This year, it was about 350,000 – and you could feel the extra 100,000. The unfilled appetite for racing following the pandemic, the return of Porsche, the return of Ferrari, the return of Ford, the return of headline French contenders in Alpine and Peugeot, and the prospect of really tight racing for the overall victory with the advent of the Hypercar have made a big difference in the turnout. The Ford pavilion in the vendor village was often unapproachable. The factory Porsche tables in the driver autograph session bordered on the inhuman. (Yes, I resisted the pushing and shoving and held on to see my heroes. Well, six of the nine, then I gave up.)

For the Porsche Hypercars, if you win them all, people will justifiably ask what you actually have won. The true measure of the value of the victory is the quality of the competition and the strength of the effort. DV



2011 F1 Red Bull RB7 Intersport Performance in Ashburn on April 18.

Maxime & F1 Flirtations: Wowed and Wooed at Intersport Performance

STORY AND PHOTOS BY ANITA BAARNS

Anita's Take:

When I browsed through PCA Potomac's weekly e-Blast news email, I noticed a special invitation for a pre-event party to kick off the Red Bull Showrun DC at Intersport Performance in Ashburn, Virginia on April 18th. The Oracle Red Bull Racing Team would fire up the 2011 RB7 at this independent Porsche sales and European car service facility. I could not hit the RSVP button fast enough. Because I was in the neighborhood the day before the party, I checked out the dealership. I met Omar Hilmi, the owner, and asked him if I could park Maxime (my 2015 911 Turbo S) close to the action because she proudly displayed her "Red Bull" license plate. Omar liked the idea and thought the Red Bull team might get a kick out of seeing that number plate.

So Maxime went to the spa in the morning, and we drove to the party that afternoon. I found the perfect parking place for Maxime in a roped-off area so she hopefully would be close to the RB7. I was thrilled to have arranged this blind date for Maxime. And while she gets around just fine, she hasn't been around, if you know what I mean. Best I keep a close eye on her...

Maxime's Take:

When I went to Blake's beauty parlor early in the morning, I knew something was up. All my rubber streaks were removed, my wheels got cleaned of brake dust and I got an extra shine on my PPF. In the afternoon Mum and James hopped into my seats and off we went. When we arrived, I noticed a dealership. Many Porsches were parking in a field, but Mum drove right through the barrier telling the man in charge that she needed a special space. She spotted the owner and reminded him of my Red Bull tag. He was excited to meet me and I was parked in the roped-off area with at least ten other Porsches who were moved out of the showroom. I introduced myself to the Porsches, some vintage and some younger, who were all excited. They told me it was a special party for the RB7 race car. It came from England for the Red Bull Showrun in DC on Saturday. This was a private pre-event party organized by their owner.

Soon a trailer arrived and I saw a fancy Red Bull Formula 1 race car being unloaded. Wowzers! It was parked right in front of me. Now it dawned on me why my butt was sticking out to the crowd: I was here to show off my Red Bull tag.



Anita Baarns keeps a careful eye to make sure these two are properly distanced.



Open panels provided a rare look at the complex internals of an F1 car.

“Hi, who are you?” I heard, “Are you a Red Bull?” “Hi, I am Maxime, the Red Bull from Virginia,” I replied. “My Mum is a big Red Bull fan, especially Max Verstappen, so she was extremely excited to buy the personalized DMV ‘Red Bull’ numberplate for me.” “What is your name?”

“I am RB7, and I won the Formula One title in 2011 with my driver Sebastian Vettel. I am officially retired from racing, but I go on tour now. This huge Red Bull crew is here to take care of me, so people can hear me revving my engine tonight. Saturday I will be in DC, charging up and down Pennsylvania Avenue and executing some donuts. It’s so much fun! It beats sitting in a museum.”

“You are so famous and parked next to you, I feel like a celebrity too. Lots of people are taking pictures of me, posing with me, even though I haven’t achieved anything like you, RB7.” “Now, Maxime, you are experiencing the importance of branding. Milk it, my friend, and have some fun with that special number plate.”

“I think you are a really cute car; you are funny and gorgeous and I love your voluptuous hips. Because I am a skinny car, I do appreciate some flesh in the right places. Would you like to go on a date with me this Saturday in DC? I’ll get you a special parking place to watch my show. Afterward, we could go to a gas station and I could buy you a tank full of dinner, and later we can hang out at a car wash.”

“Wow, RB7, are you always so direct? You sure have confidence in yourself, but you are a celebrity, so that explains it I guess.”

“Maxime, I am a very fast car, and I act like it. The competition is fierce, also in dating, and I need to move fast when I see a pretty car like you.”

“Mum wanted to go and see the show Saturday, but it’s too dangerous for me to go into DC right now. Mum wants a license to wear a concealed weapon and I have to be able to nail a J-Turn before we go into town.”

“I understand, Maxime. But I have a crew to protect me, so I feel pretty safe. I hope we will see each other again. Maybe at Summit Point? But one moment, Maxime, they are going to rev my engine, and I need to be present. It’s truly amazing how humans react to a powerful engine. They want to stand so close to it, even though it can blow their ears out. Speed, another human obsession. They created us to fill their desire for speed. We are the lucky ones, Maxime; we please our owners just by being fast.”

I definitely have a crush on him. When he revved his engine, it was so powerful. I had never heard anything like it. I felt the air explode. It was so impressive.

“Hey, Maxime,” a vintage Porsche parked next to me whispered. “He should not have mentioned your hips – that is a bit rude. Be careful, he sounds like a smooth operator. He is four years older than you and he has a ton of track mileage on him. You don’t know what happened on the track, he may be carrying some baggage, as they say.”

“I am so intrigued by him, and I do have sexy hips, so I don’t mind his comment. But you are right, he is a bit wild. My Mum will never allow me to go out with him anyway, but I am flattered by his invitation. It’s my first one.”

“Excellent. We don’t want you to get hurt. You have a whole career ahead of you with your Mum. Don’t get distracted by some fancy race car.”

Mum and James showed up and soon we were ready to leave. Mum put me in Sport Plus mode and revved my engine for a few guys; she is so cool. It was also my way to say goodbye to RB7. “Bye Maxime, I won’t forget you!”

“Same here, RB7, I hope our paths cross again soon.” Mum took the ramp onto Route 7 next to the dealership and accelerated hard right in front of the crowd. Yippee! I love Mum, we are so alike. DV



September 13-15, Summit Point, WV
PCA Potomac Presents:



Sprint & Enduro Races
Vintage Group Races
Charity Events
Happy Hours
BBQ Dinner

For more information, email
clubrace@pcapotomac.org
or scan this QR Code:



Volunteer Registration Opens Saturday, July 13th!

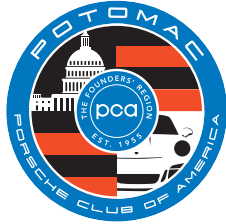


Flagging & Grid
Hospitality
Emergency Vehicles
Paddock
Registration
Scales & Timing

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**MAY
2024**



New Potomacans

MAY

ADE ADEOSUN

2022 911 GT3
from Chantilly

DARYL BERGMAN

2017 911 Carrera
from Silver Spring

RANDIS BROWN

2021 718 Cayman S
from Frederick

BERNARD CARTER

2021 911 Carrera 4
from Upper Marlboro

ISA CLARKE

2018 Macan
from Bethesda

DIANA DELRICCO

2010 911 Turbo
from Upper Marlboro

SCOTT FELDER

2009 911 Carrera S
from Great Falls

GEORGE GERING

2010 911 Carrera S
from Reston

PETER HATFIELD

2016 911 Carrera
from Reston

EUGENE HUNDERTMARK

1989 911 Carrera
from Darnestown

BRADY JAMES

1980 911 SC
from Purcellville

KHALID KHAN

2021 911 Carrera
from Leesburg

JAMES LEWIS

2021 911 Carrera S
from Centreville

KEVIN LOOS

2006 911 Carrera S
from Gaithersburg

VIKAS MALIK

1997 Boxster
from Rockville

DAVID MAZARY

2020 Macan
from Sterling

MARK MCNUTT

2018 718 Boxster S
from Alexandria

JOE NARDINI

2011 911 Carrera 4 Cabriolet
from Arlington

GUNNAR PRIBADI

2016 Cayman GTS
from Fairfax

THOMAS REGNELL

2001 Boxster
from Alexandria

BYRON RODGERS

2007 911 GT3
from Alexandria

EVAN ROWLAND

2017 Macan Turbo
from Alexandria

CHRIS SALVATORE

2008 911 Carrera 4S Cabriolet
from Washington

ROBERT SKALAMERA

2018 911 Carrera S
from Huntingtown

JASON SPOONER

2003 911 Targa
from Vienna

ROBERT SWISTAK

2022 Taycan
from Burke

BECKY WRIGHT

1999 911 Carrera Cabriolet
from Ashburn

TRANSFERRING FROM CENTRAL IOWA

CHRISTIAN J. BROADSTONE

1990 911 Carrera 2
from Fairfax

TRANSFERRING FROM ROCKY MOUNTAIN

MARK J. KRUM

2024 911 Carrera 4S
from Avon

TRANSFERRING FROM ORANGE COAST

NICOLE L. DUNBAR

2017 718 Cayman
from Arlington

NEW MEMBERS = 27

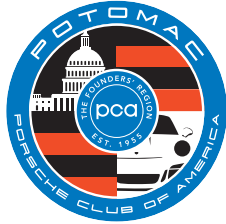
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JUNE
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PCA Potomac Anniversaries

JUNE

5 YEARS

Robert Birch
Jon Smucker
Barry & Nancy Yankolonis
Bruce Enger
Brad Trenkamp
Michael Chevlin
James Bates
Mark Thomas & Romey Michael
Michael & Channon Joos
Jim & Kim Salata
John & Diane MacPherson
Louis & Lisa Jacques
James Potter & Carrie Lee
Stephan Klene
Danny Kao

10 YEARS

David Bergman
Jeff & Trice Cesnik
Chia-Lung Chang
Christopher Kearney & Angela
Marie Vasquez
Bill & Eden Schwinn
Collins Jones

15 YEARS

Daniel Salsbury
Richard & Charles E. Wexell
Steve & Bryant Grumbach
George Carter

20 YEARS

Mark & Lynn Hillyer

25 YEARS

John Bleiweis
George & Kristy Kovatch
Mike & Caroline Walgren
Brian Holeman

30 YEARS

Tom Smith
Paul & Beth Martino
Alexander & Alex Van Leen

35 YEARS

Joseph & Josepha J. West

40 YEARS

E Kimmitt & Marie Bellatoni
Michael & Monica C. Thomas



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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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PorscheFest Weekend!

Volunteers Needed!

FRIDAY JULY 26TH



40 Jefferson County, West Virginia youth will be joining us at Summit Point Motorsports Park for a Friday filled with fun and activities.

NEW THIS YEAR! If you have kids/grandkids between the ages of 7 and 14, if you volunteer, they are welcome to come too! Space is limited so let us know ASAP.

Commitment is 9 am to 5 pm. If you would like to volunteer, please contact Pat Kaunitz ASAP at 410-486-1456 or pat@pcapotomac.org

Join us at the end of the day on Saturday, July 27th in Summit Point, WV

Charity Laps

at



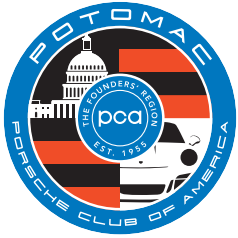
What is a "Charity Lap" event? Bring your own vehicle, make a donation, and drive a few laps of the race track in a safe, controlled environment. No helmets, all ages, no passing, safely tucked behind a pace car.

Bringing minors? Waiver must be signed by parent or guardian.

Day of Info: Arrive by 4 pm, park your car, walk to grid to check in, sign waivers, and get instructions.

COMMUNITY SERVICE 2024

communityservice@pcapotomac.org
Chairs: Pat Kaunitz & Marcie Calcagno



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