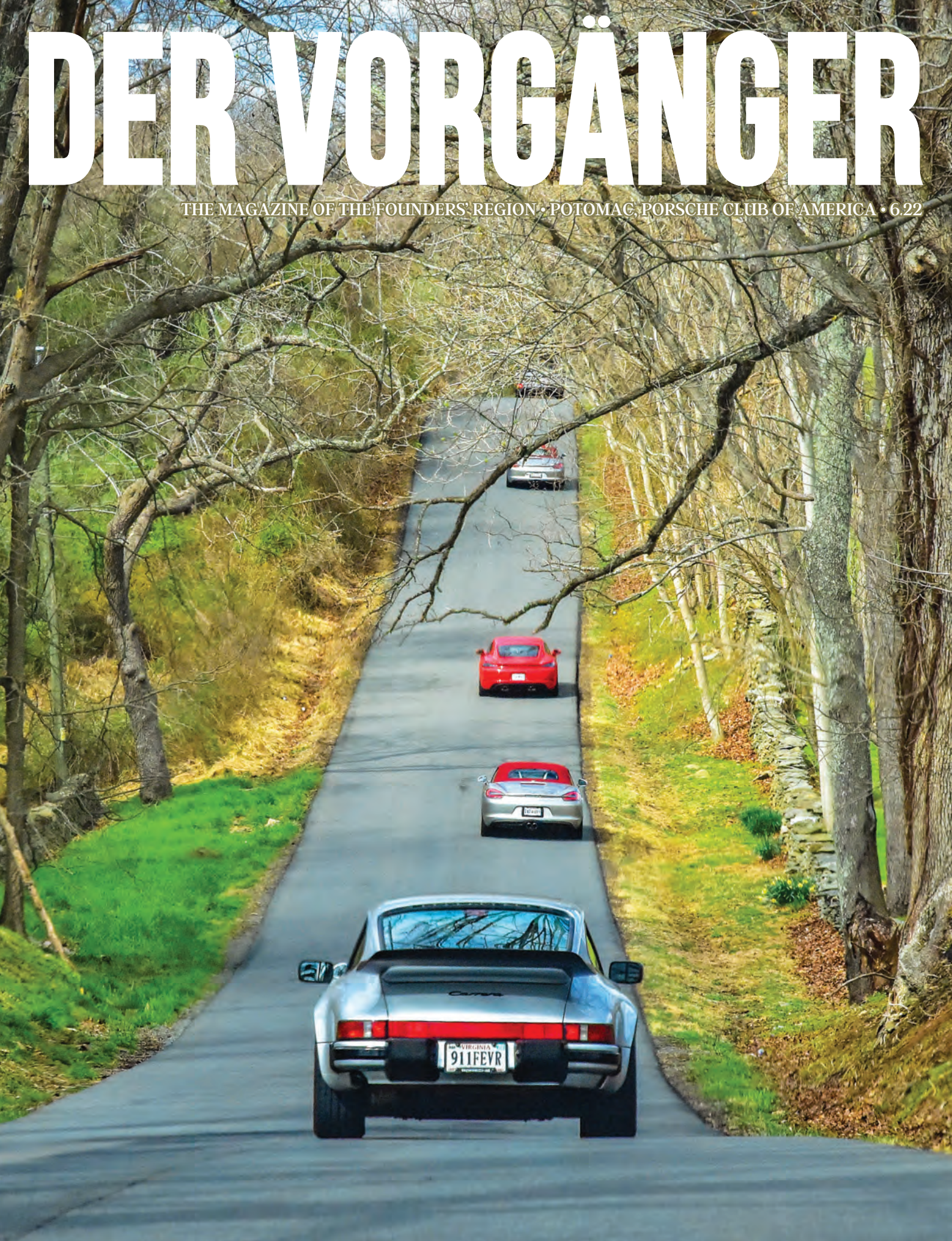


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6.22 • VOLUME 68 NO. 6

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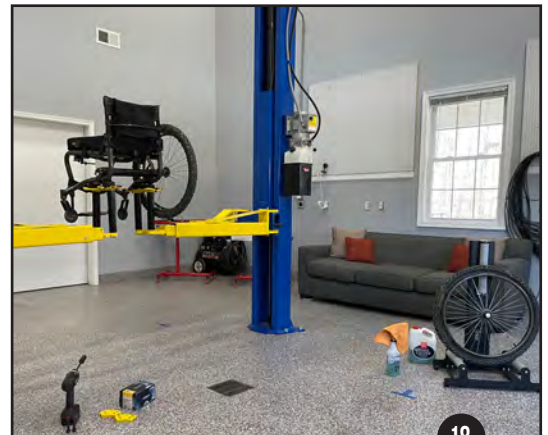
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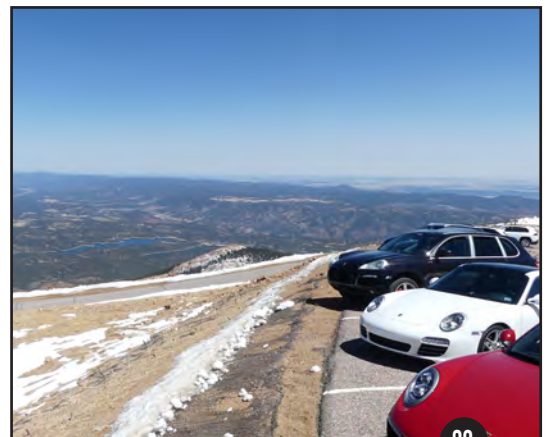
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When Humor Leaves Town, Buy It A Return Ticket



Alan French
Co-Editor

To use one of my countrymen's famous understatements, Sarah and I had "a bit of bother" during the last half of April. At the 11th hour in completing the sale of our house, we encountered a variety of bothers, including a flood that destroyed kitchen and basement, bizarre Housing Association requests, urgently hospitalized parents, a recurrence of my slipped disc, and more. The inevitable consequence was a delay to the May edition of **DER VORGÄNGER**. Our not insignificant combined sense of humor left town.

Maybe it was bad luck, but I felt very guilty for having an awesome DE weekend at VIR, while Sarah was having an awful FU weekend at home. I had underestimated the potential for change in the "slight leak" status I

had diagnosed in the dishwasher. I wanted to use John Belushi's lines in the Blues Brothers movie, after Carrie Fisher chews him out for leaving her at the altar: "No, I didn't. Honest... I ran out of gas. I... I had a flat tire. I didn't have enough money for cab fare. My tux didn't come back from the cleaners. An old friend came in from out of town. Someone stole my car. There was an earthquake. A terrible flood. Locusts. It wasn't my fault. I swear to God!" ...but humor relies on good timing.

Traumatic experiences are relative, and ours were not life changing. I realized this when I finally connected with Bill Conley to discuss his article in this issue (see pg.18). Bill broke his back while skiing, leaving him partially paralyzed since he was 21. He drives his Guards Red 987.2

Boxster S with hand controls—although trying to follow him on track, you'd never know. Bill smiles a lot. That's good enough for me.

I hope our readers enjoy the gentle humor that we and our contributors add to DV. Every part of the club should have its fun moments. How do we know when someone is having fun? Well, a smile usually gives it away, but I also ask people. At events, you'll hear me ask "Ya havin' fun yet?" I get all sorts of replies, most unprintable here without those special characters we include in passwords, but almost all translate into "Ja!"

I hope you agree that widespread smiles are a good indicator of a great club. DV

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Need a Lift? An inside look at Potomac Tech Sessions, with David DiQuollo

With driving season in full swing, I talked with Tech Co-Chief David DiQuollo about Potomac Tech Inspection Sessions ("Shop Tech"). Tech Sessions are held at local shops and open to all PCA club members as well as to individuals participating in Drivers' Education (DE) events. David keeps our Tech Inspection Form current and aligned with the PCA National DE Minimum Standard. Volunteers like him know our form inside and out, and what to watch for across various makes and models of cars – from how to check for and adjust loose wheel bearings, to how to keep those pesky 944 wheel assemblies from falling off and careening across the Carousel at Summit Point, to how to pin the cooling system fittings of the "GTI Block" "Mezger" dry sump engine to avoid failure.

For 15 years, David has been volunteering his mechanical and DIY knowledge with a team that has a vast technical knowledge, which often stems from a long-standing love of cars and a desire, especially as the cost of high-performance driving has gone up, to do routine maintenance work themselves to save money and to gain control. At Tech Sessions, a Potomac tech inspector will help you put your car on a lift, examine it, share issues to watch for, and discuss care and maintenance. Tech Sessions are a great way to learn more about your car and to have fun. But it's not all coffee and doughnuts. Common problems are thin brake pads, cracking rotors, and fluid leaks.

Although David waxes nostalgic about 911s from the '70s or '80s and notes that there is less for

tech inspectors to see and do with modern cars, he admits that newer cars are mechanically more robust. But even if yours is a newer car, or a new-to-you car, you can learn a lot by seeing other cars up on a lift. David's goal for Tech Sessions is to help you make sure your car is safe to drive and to take to the track, and to suggest some things you might want to do or watch out for—all to give you confidence behind the wheel.

And, David advises, be nice to that grease-smudged individual shining their flashlight on your Porsche. They may just be an aerospace engineer or a master technician. And the next time you need a lift, a tool, or a hand—at home, or in the paddock—they may be the person volunteering to help you out. **DV**



Diane Sullenberger



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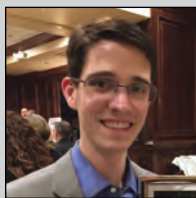
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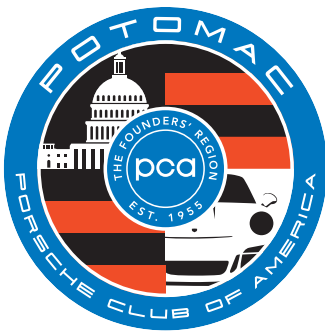
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2022 CALENDAR OF EVENTS

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

JUNE



4-5
Shenandoah Drivers' Education
Summit Point, WV



10-12
Zone 2 VIR Drivers' Education
Alton, VA



11
Autocross #3
Summit Point-Washington, WV



12-18
Porsche Parade in the Poconos
Kalahari Resorts, PA



18
Tech for PittRace Drivers' Education
TBD



24-26
PittRace Drivers' Education
Wampum, PA

Meals on Wheels Collection @
PittRace
Wampum, PA



25
Tech for Summit Point Drivers' Education
Porsche Chantilly, VA

CLUB Announcements

CONGRATULATIONS

Robert & Capria McMurtry on 45 years of membership. Thank you for your support.

PARADE DRIVE TO DINNER - Thursday, June 16, at Desaki Restaurant. <https://desakirestaurant.com/>.

SAVE THE DATE - FALL PICNIC Sunday, Oct. 16. returns to Circle D Farm in Woodbine, MD

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

Virginia

First Saturday of each month, 11:30am

City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

Maryland

Third Saturday of each month, 11:00am

The Irish Inn, 6119 Tulane Ave, Glen Echo, MD, 20812

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JULY



8-10
Mid-Summer Drivers' Education
Summit Point, WV



22-24
Virginia Highlands Tour
Warm Springs, VA



23
Tech for Summit Point HPDE
Intersport, Ashburn, VA



24
Luray Caverns Drive & Dine
Luray, VA



29-31
PorscheFest HPDE
Summit Point, WV



30
Autocross #4 @PorscheFest
Summit Point-Washington,
WV

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Potomac Program Highlights

AUTOCROSS



"Dr. Cluckenstein" is along for the ride in the passenger seat with driver, Spencer O.

Autocross Season Kick-off

STORY AND PHOTOS BY: BILL CONLEY, AUTOCROSS CHAIR

The Autocross season got off to a resounding success on the full weekend of April 23rd. The fun began with the annual School on Saturday and continued with the first scored event of the year on Sunday. With winter finally in our rear-view mirror, the crisp air Saturday morning gave way to beautiful blue skies and continuous reminders to apply sunblock.

For many, Autocross is the gateway to pushing our cars, and ourselves, to our limits. Each year, PCA Potomac does an Autocross

School to allow new drivers an inclusive environment to learn about their cars and to explore those limits. Unlike the other competitive events, the School is about learning your limit, seeing improvement in your driving, and substantial student/instructor interaction. Again this year, we had 30 new drivers who were excited to learn. Students were welcomed on Saturday morning with warm coffee and a light breakfast – broad smiles abounded. I always enjoy the first event of the year when familiar faces gather to admire the newest car acquired during the offseason or a new modification to a familiar car. Students then benefited from a brief, but informative, classroom session before heading into their cars and to their first exercise.

While each Autocross course is unique, familiar elements are used in each course. The morning was spent teaching the basics of a traction circle, a moderate speed slalom, and lastly an introduction to trail braking. Instructors were in the cars with their students throughout the morning offering tips and encouragement to build speed and learn the course. Following lunch, a second brief classroom session covered how an overall course is structured



Vince Vlasho recieved the "Spirit Award" from Trey Harper. The award is given by the current recipient to whomever they feel embodies the true spirit of Autocross at the event

and some tips for enjoying a first timed run through the course. The students returned to the warm sunshine to find the individual elements connected into a larger course. The first group hopped into their cars in grid and tightened the chin straps on their helmets. With the first car launching into the course, the times to run the course were displayed to each driver and instructor as they passed the finish line. Many drivers were impressed to see over 10 seconds fall off their times as they learned to navigate the course and then how to connect the different elements. Photos captured the big smiles as handshakes and hugs were given at the end of the day.

Sunday morning welcomed a larger number of drivers to Summit Point. Autocross registration has increased over the last couple of years. It turns out an event also known as "Solo" is a conducive outdoor activity during a pandemic. Following a couple last minute cancellations, 70 drivers arrived to a rapidly warming day. Additionally, Autocross has a new mascot, specifically a rubber chicken kindly gifted to us from a local restaurant in Winchester. Dr. Cluckenstein makes an excellent instructor as you can see in the photos – but we do need to work on his helmet.

We've made a few process improvements this year for Autocross, particularly keeping the course continuously "hot" throughout the



Autocross school attendees can't wait for the first event

day. This allows us to have more drivers, but also more runs for each driver. In conjunction, a rolling lunch is now utilized to allow drivers to focus on driving and course workers on keeping the course safe. We've also returned to running a raffle at the end of the day, so make sure you stick around for the opportunity to win some fun Porsche swag (we meet at the trailer about five minutes after the last car comes off course).

It was impressive to see how quickly the cobwebs were knocked off after a long winter. The times rapidly came down as each driver got seven timed runs. As is typical for the first event of the year, we had some issues with our electronic timing equipment, but the authoritative paper timing system ensured we got everything right. We'll start posting season standings soon, but be assured now that the initial class results were impressive! We will be competing again on May 7th and then June 11th. You can register online or email us questions at: autocross@pcapotomac.org. If this sounds fun, please note that though the school is a great first introduction, it is not a requirement to attend our other events. You can request an instructor at any event throughout the season. **DV**

Autocross #1 Results

April 24th, 2022

Washington Circuit, Summit Point, WV

Fastest Times of Day

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	S5	Michael	T	Porsche 718 Cayman S	48.086
2	G	Danny	K	Toyota Supra	48.279
3	S4	Kevin	K	Porsche Cayman S	49.175

Class Winners

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	I	Robert	S	Porsche Boxster S	52.913
2	I	Graham	M	Porsche Boxster S	53.659
3	I	John	C	Porsche 996 C4S	54.459
1	M	Kurt	L	Porsche Boxster	53.683
2	M	Spencer	O	Porsche Boxster	58.608
1	P1	Brandon	J	Porsche 944	57.598
1	P2	Drew	L	Porsche Carrera	57.787
1	P3	Jeffrey	B	Porsche Cayman S	50.154
2	P3	Jeff	G	Porsche Cayman S	51.354
3	P3	Doug	B	Porsche Cayman S	51.618
1	P4	Steve	B	Porsche Cayman S	50.376
2	P4	Alexis	V	Porsche Cayman S	55.798
1	P5	Roland	P	Porsche GT4	52.511
2	P5	Chris	R	Porsche Cayman R	52.714
1	S1	Phil	D	Porsche Macan	55.045
2	S1	Luigi	C	Porsche Boxster	58.729
1	S2	Paul	B	Porsche Carrera	57.115
2	S2	Ryan	R	Porsche Boxster	60.512
3	S2	Barbara	B	Porsche Boxster	64.043
1	S3	John	B	Porsche 997 Carrera	50.816
2	S3	Peter	W	Porsche Boxster S	54.476
3	S3	Michael	P	Porsche Boxster	54.680
1	S4	Kevin	K	Porsche Cayman S	49.175
2	S4	Rafael	G	Porsche Boxster S	49.799
3	S4	Mark	H	Porsche Cayman GTS	50.640
1	S5	Michael	T	Porsche 718 Cayman S	48.086
2	S5	Howard	L	Porsche 718 GTS	49.805
3	S5	Chad	C	Porsche GT4	51.515



In Blue, Tony has fun in the 997 GT3

VIRginia International Raceway Delivers A Perfect HPDE Weekend

WORDS BY SUSAN KIMMITT AND BOB MULLIGAN, POTOMAC DE CO-CHAIRS

PHOTOS BY BOB MULLIGAN AND ETECHPHOTO

April 15-17, 2022

The 2022 Potomac Drivers Education Program is in high gear. Spring brings us to three away events at three fantastic tracks. The April HPDE (DE) event at Virginia International Raceway (VIR) was moved from our usual end-August / Labor Day slot to mid-April due to reshuffling of the track's schedule to meet needs of a semipro runoff racing series. This year, our scheduled weekend coincided with Easter / Passover Holiday weekend, which resulted in a somewhat lower participant turnout. However, those of us who were there enjoyed mid-70s sunny spring weather rather than the sweltering end-of-summer heat we have become accustomed to in previous years. Next year should be a banner year for this event during a weekend in mid-April, in southern Virginia, and not competing with anything important (hopefully).



In Black, Dan (996 Turbo) reels in Henrik (GT3)...or perhaps the photo sequence was backwards!



Devin showcases his nicely prepared 944 in the White Group



Ken (Spec Boxster) and Diane (911 GTS) play nice on track in Red

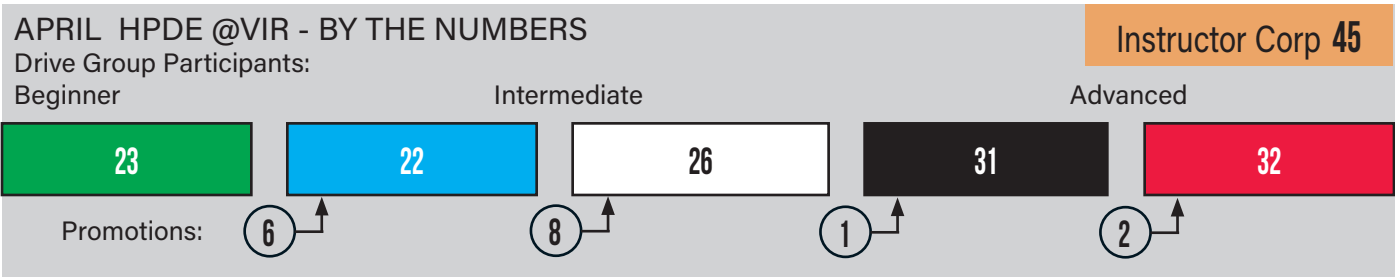
We had 136 entrants to this event with about 130 cars on track, and fully subscribed blue and green instructed groups. By the end of the event, we were able to successfully promote quite a few drivers to higher run groups including six from green to blue, eight from blue to white, one from white to black, one from white to red, and two from black to red. The track was in great shape with surfaces not adversely affected by IMSA and other recent racing events, and the vision of surrounding bright green grass and spring-green trees was a feast for sore winter eyes. After the track went cold, we enjoyed congregating over beverages and just easing into after-hours time with friends new and old. DV



A Grid Check is important before heading out on track, but it appears Joe introduced a wash and polish service at VIR while Pat was away



Michael gets to grips with his Cayman S in the Green group



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All roads lead to a Tavern

First Drive!

STORY BY DORY THOMAS

PHOTOS BY MINDI FLAX & DORY THOMAS

The air was still a bit chilly — well, a lot chilly — as we assembled in a parking lot near Dulles for the first Drive & Dine of 2022, but that didn't deter the sixty or so Porsche enthusiasts who showed up ready to rev engines and kick up some country road dust. Thirty cars lined up for the drive to Griffin Tavern in Flint Hill, Virginia, with an optional second stop at Rappahannock Cellars. Signup was robust, with many folks unfortunately being put on a waiting list due to the tavern's dining capacity. There is clearly pent-up demand for Drive & Dines!

The drive followed a few old favorite Scenic Byways and introduced some entirely new roads with great turns and rolling hills as well as pastoral scenes in Virginia's horse and wine country.



Larry Finkel and Jim Moser brief Drive & Diners on the essentials



Participants show off the results of all the polishing over the winter



Serious discussions at the Tavern

Griffin Tavern is about 12 miles southeast of Front Royal, VA, on a main route through Flint Hill, which is nestled among such quaint towns as Amissville, Chester Gap, and Sperryville. The tavern itself is a renovated 19th century home, built in the 1850s, and has been known by other names such as The Bradford House and the quirky name, Chappalapa. The interior has several small dining rooms, providing an intimate dining environment, and a “Cheers” style bar where locals gather on weekends to enjoy a meal, a drink, and live music. Rappahannock Cellars is “just around the corner” and offers a variety of wines to suit any taste.

The day warmed up as everyone left the tavern at their own pace to head home – or stop at the winery – with the promise of more fun excursions and roads to explore throughout the 2022 Drive & Dine season. This adventure was the first Drive & Dine created by Jim and Gina Moser, and they certainly did an excellent job finding great roads and a lovely place for us to dine and enjoy each other’s company; because, after all, it’s not just the cars – it’s the people! **DV**



Peekaboo!



We're all about diversity at Tech, a 911, a Cayman, a BMW, and a Toyota

INTRO TO SHOP TECH INSPECTION

Story and Photos By Mark Salvador

“Are there donuts yet?”

That’s usually the first question I ask upon arriving at Saturday morning Shop Tech. There are usually donuts and bagels and coffee and sometimes subs and omelets. Yup, cooked-to-order omelets. But Shop Tech isn’t just about the food. Shop Technical Inspection is the first of a two-part safety inspection process to make sure your car is ready for our High Performance Driver's Education (HPDE) weekends. Before coming to shop tech your car should be in good working order and free of any leaks or drips from the engine, transmission and drivetrain. We also will check your brake pads, brake rotors, tires and a whole list of other items. It’s a relatively straightforward process. The requirements can be found on the tech inspection form at the PCA Potomac website, or use the QR code below.



Link to Potomac HPDE Tech Form

The second part of the inspection process is a short inspection performed every morning at the track. Those requirements are also on the tech form.



“It’s not just the cars, It’s the donuts.”



One of our notoriously helpful and talkative tech teams.



Sam, one of our inspectors, took a look at the inside brake pad.



The dreaded Tech Form. There are a lot of words on it.

The tech inspection process for HPDE is nothing to fear. The Potomac tech team is a notoriously helpful and talkative group. Any significant issues found with your vehicle are noted on the tech form. Because we do these tech inspections about two weeks ahead of each HPDE, you've got some time to get any issue resolved before the event. Simply let us know at track-side tech that you've taken care of it.

While the inspection process is the primary reason we do shop tech, it also gives us an opportunity to visit local shops who both support and sponsor PCA Potomac. These local shops open up their doors for us and provide food and technical support. In addition, vehicle lifts are usually available for attendees to use whether they need an HPDE inspection or not; any member can use the opportunity to get to know their car better. Shop Tech is a free event. Our most recent event was held at GT Peace Automotive in Chantilly, VA.



Link to the Potomac Shop Tech Schedule



GT Peace shop owner Galen giving some of our inspectors and attendees advice about rear axles.



Frank, also an inspector, doing some routine maintenance on his 1982 911 Targa.



Why there wasn't a Porsche on the back cover of DER VORGÄNGER

STORY BY BILL CONLEY

PHOTOS BY ALAN FRENCH, ETECHPHOTO & JORDAN STRAIT

Snow skiing in Washington state a month after I finished college, I took a jump, did an unplanned partial backflip, and came down flat on my back. It was equivalent to jumping out of a second story window. I popped two vertebrae in my back, severed my spinal cord and was left with two paralyzed legs. I was 21 years old. Having grown up in Indiana and explored many hiking trails – including extended solo trips into the backcountry – I often describe myself as a recovered adrenaline junkie.

There's a story of how I went from there to enjoying a perfectly balanced Porsche Boxster. My first car was a hand-me-down Honda CRX. The only redeeming qualities were being a 2-seater with a 5-speed manual transmission. The CRX got exchanged for a mid '80s Toyota Camry – certainly not my dream car as I finished high school. About a month before I broke my back, I had purchased a Subaru for the all-wheel-drive ability to explore more mountain trailheads. As they say about the best laid plans of mice and men...

Through the transition, the truth is I never stopped thinking about cars. There is also a certain practicality that is required in life. Candidly, driving a minivan is very practical when you're in a wheelchair. You don't have to take the wheelchair apart to put it into the car and it saves time when it's snowing or raining – I still drive a minivan to work today. Through grad school, I had a lot of fun modifying an old Jeep CJ-7 and a short bed Chevy truck, but I downsized to just the minivan as I got my first "real" job at the end of my doctorate.

That real job was working for the federal government in rural southern Indiana. Driving to work on two-lane roads, inevitably all of us got regularly stuck behind a dump truck going 30 mph up the winding roads. The 55 mph speed limit signs taunted me; I was completely unable to safely pass in the minivan. Thus began the search for a fun car that led to my Boxster.

Lacking the use of my legs, all my cars are modified with hand controls – essentially a lever that controls the gas and brake. The system requires an automatic transmission as well as power brakes and steering. (Ask me sometime about the comic inability of the Jeep to stop with an undersized master cylinder.) No car on a dealer lot has these modifications, so I called up a buddy and asked if he would test drive some sports cars with me. Unsurprisingly, he said "yes." The Porsche dealer looked quizzically at me, and perceptively observed, "But you're in a wheelchair!" Interestingly, the double boot structure of the Boxster is the easiest sports car to put a wheelchair into. The frame and one wheel fits in the frunk while the other wheel goes in the trunk. The soft top Boxster was preferred for the clearance (open roof) to get the wheelchair frame into the passenger seat when it's just me driving. I still remember my friend merging onto the interstate – at the top of the on-ramp he glanced down and went "oh my!" After getting a factory build spot, I waited 4 months for the car to arrive in Indianapolis.

There are several different hand control configurations, but I chose what is called a "push-rock" control for the Boxster: you push for the brake, you rock back for gas. The connections from the hand

control lever are mechanical to the brake, and electronic to the accelerator. A button on the dash controls the switchover between hand controls and conventional foot control pedals (which remain unchanged in the car).

The moment I sat behind the wheel, my smile was bigger than any of the three radiators tucked behind the grille. I reveled in the straight-line acceleration. The first time I opened the throttle from a red light on a four-lane divided highway was simply divine. As dusk settled in, I turned on the headlights, smiling even wider as they rotated to illuminate the turn ahead. The engineering, the firmness of the car, being able to feel the road under me and the fresh breeze above (of course the top was down)...! I actually drove that same road in Indiana earlier today, just a few weeks ahead of my 12-year anniversary of that first drive.

My journey into PCA Potomac was like that of many other members. As an active member, Jeff Braun spotted my car in the parking lot at a conference. As one of the speakers, I had a reserved spot next to the venue main door. A few weeks later, I was rounding the corner at work when Jeff stopped me, asking, "Are you the guy with the red 987.2?" I looked at him quizzically, wondering how he knew about my car. Seeing his Nürburgring lanyard, I trusted he was a car guy and not conducting industrial espionage. He asked if I did Autocross – at the time I hadn't even heard of it. After a bit more recruitment, I decided to give it a try.

Back in 2019 at my first autocross, the stars aligned for Gary Baker to be my first instructor and a gateway into competitive driving. Gary and I still debate who was more scared that day. As just one background reference: When riding with me, my mom had instinctively stomped the passenger floorboard for months when I resumed driving after my accident. It took her an extended time to realize she wouldn't see my foot transition between the gas and brake pedal. She had previously coached three of my older siblings to drive, but this was a huge adjustment for her. On that 2019 warm summer morning, Gary didn't have months to learn this as I mashed the accelerator like a rookie and launched the car onto the course.

The first few tries out with Gary as my Instructor, we hit a cone or two. And then Gary said, "Go drive it by yourself." After hitting three times more cones than anyone else, I won the coveted Cone Killer Award. But I was hooked and have only missed a few events after that first adrenaline-inducing experience. This enjoyment of being on the course inspired me to agree to co-chair the Autocross program with Jeff Braun the last two seasons.



Driver's eye view with hand control to left of steering wheel



The hand control switchover button is located above the key slot



The accelerator potentiometer is at the right-hand end of the control bar



Bill competing at a recent Autocross event at Summit Point



The hand control lever bolts directly to the brake pedal



ADDING THE HPDE EXPERIENCE

Bill kisses the curbs at Virginia International Raceway

You can't have any doubt that your brakes will work as desired when you're going 130mph down the straightaway. You have to drop your speed by nearly 100mph as quick as possible. Telling your instructors it'll be okay is completely inadequate – you have to earn their complete trust as you share your safety together. Because I can't hit the brake pedal with my foot, my instructors have to recalibrate their expectations on threshold braking. The push-rock lever is optimized for driving on the street, but on track, steering, gas, and brake are used differently. Perhaps it's counterintuitive but braking and gas are surprisingly done with the same hand controls. I get the same feedback through a mechanical linkage that connects my left hand to the braking system as every other driver does through their foot. The defining difference is needing to steer with my right hand. As I advanced through the green run group, I've learned how to preposition my right hand for the turn ahead – it's effectively a preemptive shuffle steer.

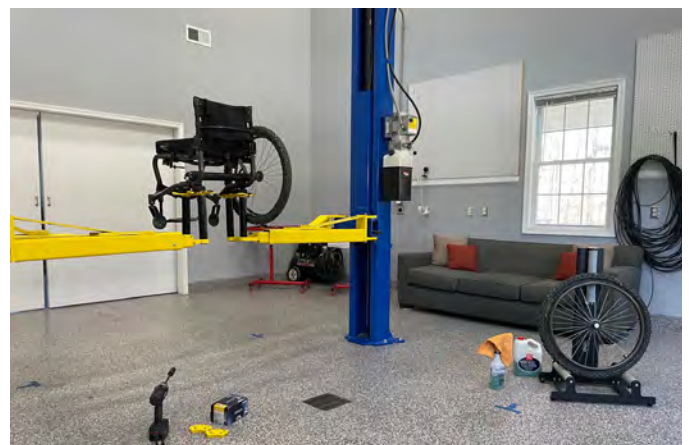
Following a weekend as my instructor at VIR, Ken Larson will tell you that "Much of the conversation is the same as with all students. Every student has something personal to work on, it's just that Bill's are a little different. We all have subconscious biases, but once you have driven Bill's Boxster, and been driven by Bill on track, those biases have much less influence on the way we instruct from the right seat."

This shared trust is why I spend a few minutes explaining the car, the hand controls, and the leg restraint system I use to keep my body in position through the sustained force of the turns. Running on a skid pad with hand controls is a real workout. Counter-steering with one hand while working the fine throttle control with the other is both mentally and physically demanding,

The optimization of the hand control system for street driving allows, for example, using only the left hand to control both the gas and brake, allowing for rapid reaction when another driver cuts me off. However, with other predictable drivers on track, I would make some changes for a dedicated track car. Paralyzed professional drivers modify their cars to maintain 100% throttle with either hand, and have a separate lever for the brake pedal. I haven't seen it done, but it would be ideal to modify a steering wheel in a way that you could

pull for gas and push to brake. I'm lucky to have plenty of upper body strength, developed to be sure in overcoming the effects of the accident, so I would also play around with steering ratios to minimize the steering input but still get the necessary feel and response. All these are easy changes in my iRacing setup, but they would also push me out of the Stock class for autocross. For the time being, I'll keep my budget focused on buying new tires each season!

Being a gearhead at heart, I jumped at the chance to buy a house with a lift in the garage. Having an understanding wife who is interested in performance driving gets me a long leash. I've been fortunate and not had any major maintenance issues with my Boxster. But I do consider the wheelchair my "daily driver." I took the opportunity to snap a photo of the wheelchair on the lift which Alan thought would be great for the rear cover of DV. The Pagid Yellow brake pads in the foreground would certainly be a nice improvement over my palms for stopping on a hot day! **DV**



The Porscheless photo used for the rear cover of DV in February 2022



Scan Here

Watch Bill
on track at
Watkins Glen
HPDE
last month



PCA POTOMAC: DRIVERS' EDUCATION PITTRACE, WAMPUM, PA

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**JUNE 24-26
2022**

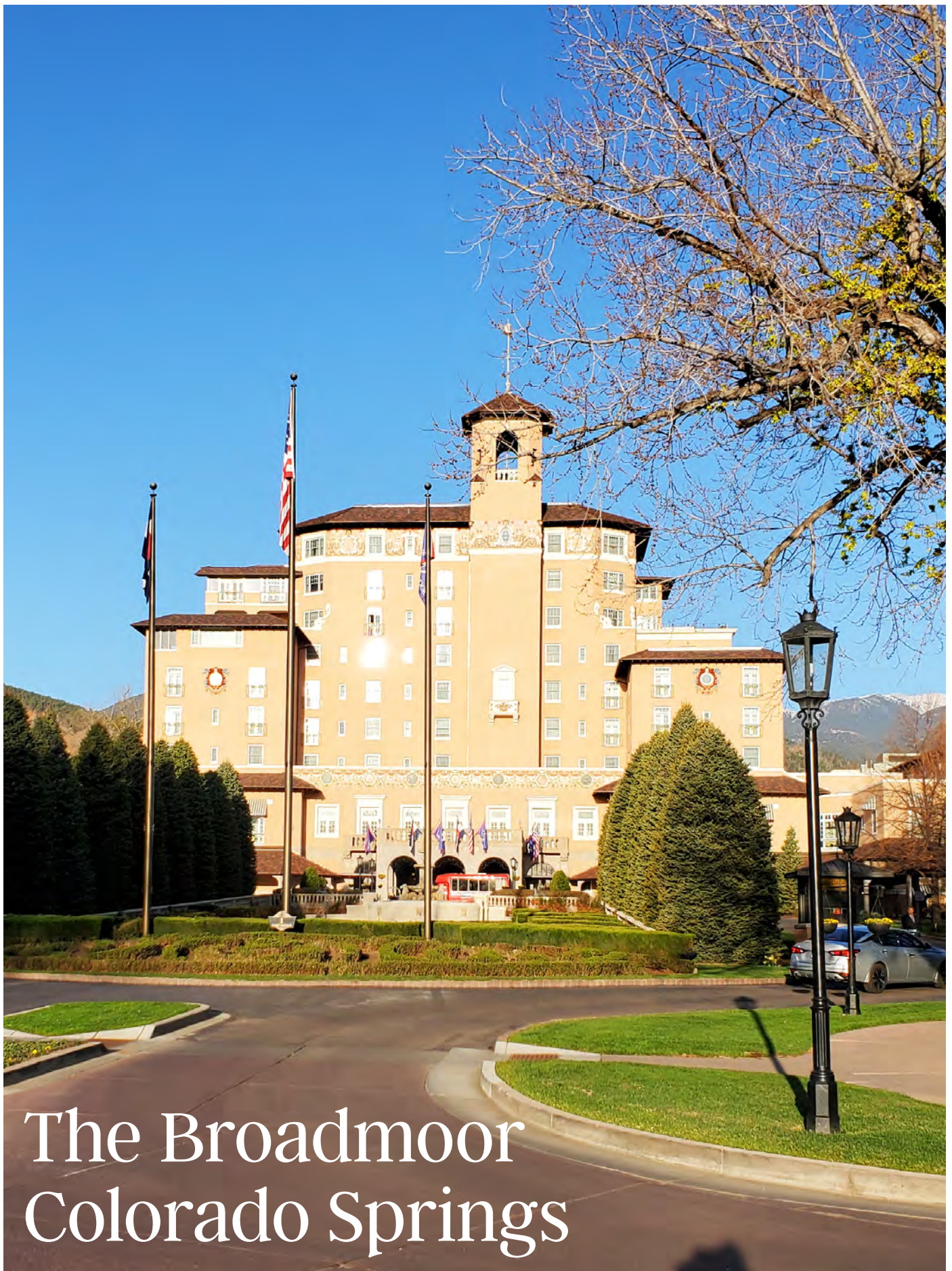


PITTSBURGH INTERNATIONAL RACE TRACK DETAILS

A 2.8 mile circuit with 19 corners and over 100 feet of elevation change. PittRace offers an exceptional driving surface with something for everyone; long straights, tight corners, steep hills, flowing corners, and a beautiful layout with generous runoff. Join the fun and learn new skills at our HPDE event.

Scan QR Code
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Registration





The Broadmoor Colorado Springs



Mary Ann Woodson, Steve Grumbach, Vanita Khandpur, Steve Pera, Rajiv Khandpur, David Woodson, and Lonnie Pera

Potomacans to Treffen

STORY BY STEVE GRUMBACH

PHOTOS BY STEVE GRUMBACH & ANN MCGLOON

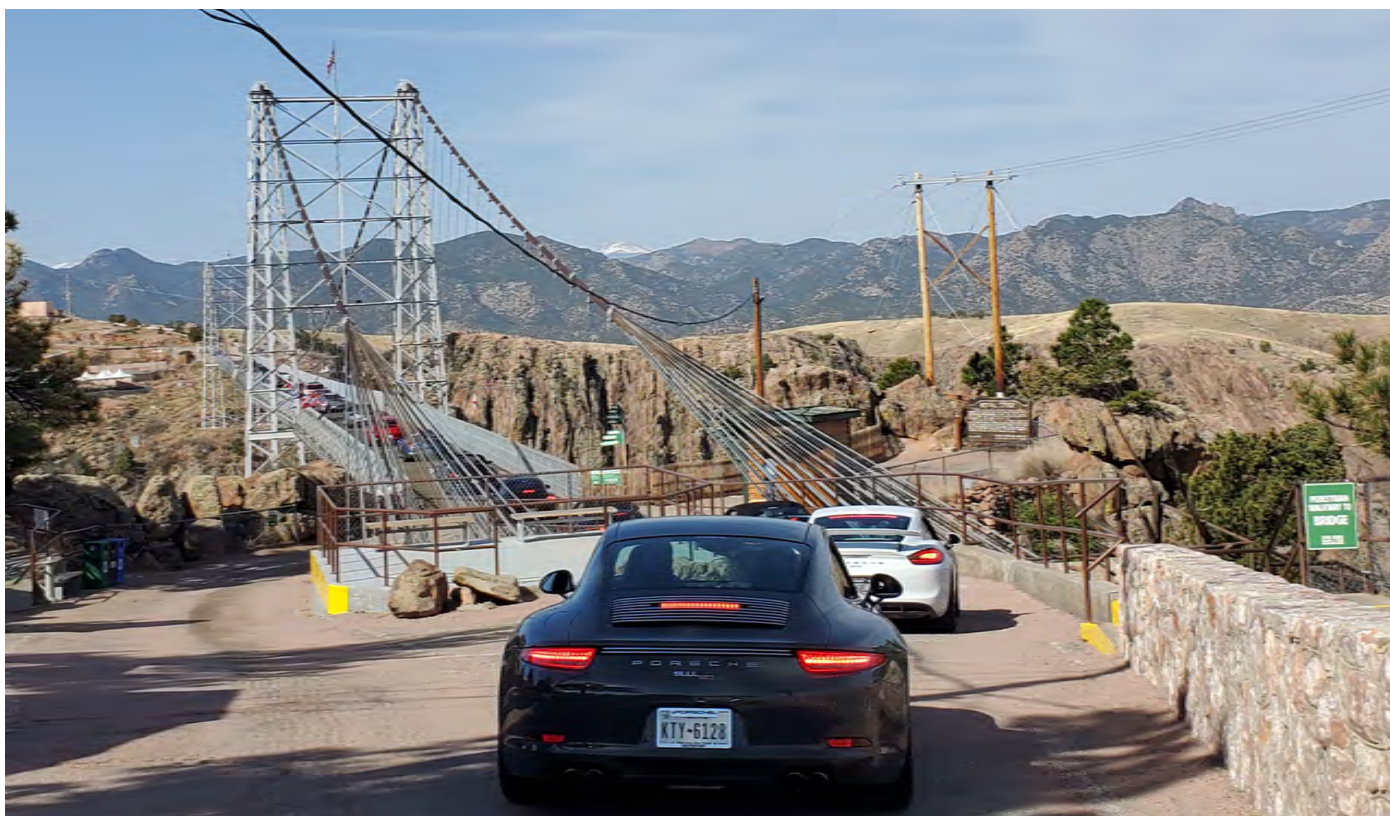
Nine Potomacans made the 1,800-mile journey west from the DMV to PCA's Treffen at The Broadmoor in Colorado Springs April 27-30. Five drove their steeds (A Cayman, Carrera and Targa), while the rest opted to fly and locally secure a Porsche for the event.

Hosted by PCA, with the active participation of members of the Alpine Mountain Region, Spring Treffen (German for "to meet") is one of the most popular national club social events. Over 300 PCA members from across the country, most heavily represented from southern and western states, attended the four-day event. The Broadmoor resort hotel, with world-class accommodations and dining, served as the host venue — a great place to start and end our days of touring the scenic roads of the Rocky Mountains around Colorado Springs.

Participants selected from a menu of driving tours for two days and an elective "navigator's day off" to freely explore on their own, opt to take a train ride through majestic scenery

among the canyons of the Arkansas River, walk gardens, take in the museums and sites around Colorado Springs or luxuriate in self-indulgent delight in the amenities at the hotel.

Among the most popular tours was a drive up Pikes Peak, the highest summit on the Front Range of the Rocky Mountains. While our tour was limited to a 16-mile drive to 12,000 feet due to snowy conditions on the highway short of the 14,115-foot summit of America's most famous mountain, it nevertheless was a spectacular scenic drive among the alpine vistas on a crystal-clear day. The highway is famous worldwide for the annual Pikes Peak International Hill Climb, a motor race held since 1916 (longevity second only to Indianapolis). A frequent participant in the hill climb race and member of the Alpine Mountain Region led the tour and gave his personal perspectives on the preparations, difficulties and dangers of driving in the famous race.



The drive onto Royal Gorge Bridge

Another popular tour was a scenic mountain drive to the Royal Gorge Bridge and Park. By special arrangement, we were able to drive the 880 feet across the suspension bridge (constructed in 1929) spanning the gorge 955 feet above the Arkansas River. You could also choose to zip-line across the span, but most (like myself) thought it more prudent to grip the steering wheel a little tighter and not look down!

And there is Colorado's version of Skyline Drive — this one is a 2.7-mile trek that follows the top of a high razorback ridge overlooking Cañon City. The single-lane, one-way road rises about 800 feet above the surrounding terrain. There are no guardrails despite sharp drop-offs; proceed with caution (as we did).

Sound like fun? Next will be Fall Treffen at the Sunriver Resort in Bend, Oregon this September. If interested in exploring fantastic western driving roads and socializing with fellow club members, plan to register early as these events sell-out quickly. **DV**

Who's in?



PCA Welcome reception at The Broadmoor



On Royal Gorge Bridge



Skyline Drive



Staging for the drive to summit Pikes Peak



Atop Pikes Peak

**APRIL
2022**



New Potomacans

KHALED ALAJMI

2019 911 Carrera T
from Washington

ARTHIRAIYAN APPULINGAM

2007 911 Carrera
from North Potomac

FRANCIS BAYLOCK

2009 Cayenne Turbo
from Chantilly

WILLIAM BOGANS

2013 Panamera 4
from Washington

DAVID BOWERS

2017 911 Carrera S
from Bristow

SERGEI CALMIC

2015 Cayman GTS
from Columbia
Transfer from Chesapeake

MICHAEL CLARKE

2008 Boxster
from Fairfax

DAVID CURD

2017 911 Carrera
from Gainesville

RICHARD D'AMICO

1998 Boxster
from Washington

DAVID ELROD

2000 911 Carrera
from Arlington

NICOLAS ERHARDT

1987 944S
from Arlington

DAVID FORAL

2003 Boxster S
from Winchester

GARY GLICKMAN

1997 911 Carrera Cabriolet
from Chevy Chase

KIM HASSAN

2011 911 Carrera Cabriolet
from Washington

KENNETH HITTEL

2005 Boxster
from Washington

SEAN JEBRAILL

2015 911 Carrera 4S Cabriolet
from Mclean

RAYMOND JUNKINS

2017 Cayenne GTS
from Hillsboro

RAJ KANNIYAPPAN

2021 Taycan 4S
from Ashburn

SHANNON KENNEDY

2015 911 Turbo Cabriolet
from Arlington
Transfer from Shenandoah

SHAHBAZ KHAN

2001 911 Carrera Cabriolet
from Washington

BYONG KIM

2022 911 Carrera GTS
from Centreville

DAVE KING

1986 911 Carrera
from Arlington

SAMUEL LASHLEY

2021 718 Cayman
from Reston

BRETT LAYNE

2015 Macan S
from Reston

TERENCE MURPHY

2015 Cayman GTS
from Paeonian Springs

TIMOTHY NAUGHTON

2022 911 GT3
from Naples
Transfer from Everglades

MATTHEW NG

2022 911 Carrera S
from Arlington

LAWRENCE NORMAN

2000 911 Carrera
from Vienna

DAVID OSBORNE

2014 911 Turbo Cabriolet
from Burke

DEVON RAMIREZ

2018 911 Carrera GTS
from Purcellville

JOHN RAYMOND

2015 Cayman
from Frederick

GALEN RIERSON

2022 911 GT3
from Chantilly

ANTHONY SCHULIEN

2016 911 Carrera 4S
from Mclean

VICTORIA SUTCH

2021 Cayenne E-Hybrid
from Leesburg

H. WARREN TOPELIUS

2018 718 Cayman
from Chevy Chase

THOMAS TAUSCHER

1978 911 SC
from Olivebridge
Transfer from Hudson Valley

NEW MEMBERS = 36



PCA Potomac Anniversaries

**MAY
2022**

45 YEARS

Robert & Capria C. McMurtray

35 YEARS

Fred & Starla J. Phelps
Terry & Betsy Baker
Dan & Ann G. Black

25 YEARS

Werner & Joan M. Minshall
Alexander & Ethan Chisholm

20 YEARS

Scott & Deborah Mayster

15 YEARS

Joel & Marcia Gorick
Mike Engle
Stuart & Patricia Beatty
Steve & Nancye Vermillion

10 YEARS

Jacob Wohlstadter
William & Eileen Liberti
Stephen Bauman
Michael & Diana Oliver
David & Nancy McGrew
Theodore Zwicker
Paul & Kathleen Milo
Gregg Cleary
Chris & Robert Flynn

5 YEARS

Michael Cosgrove
David Wales
Anthony Connor
Peter & Andrew Krawchyk
Bryan & Mary Louise Sandler
Arne Hoel & Diana Chung
Omar Messia
Duyane Norman
Alwyn & Denise Walker
Donald & Nancy Smith

DER VORGÄNGER

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

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

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

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

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

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

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Coming in July



PCA POTOMAC PRESENTS

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West Virginia youth will be joining us at Summit Point Motorsports Park for the day.

Please contact us if you want to volunteer or sponsor!

Collecting Auction Items

help
prevent
sexual
assault



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Racing and Driving Gear

Never used wheels? Extra roadside emergency kit? Helmet that you bought for someone in hopes that they would start racing? **DONATE IT!**

Lifestyle

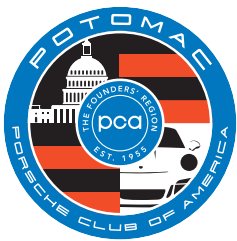
Porsche memorabilia? Beach house with time available? Willing to share your motorhome? Porsche Motorsports swag lying around? Maybe jewelry you no longer wear? Are you a talented artist? Model cars? **DONATE IT!**

Items will be auctioned off in September.

Contact pat@pcapotomac.org

communityservice@pcapotomac.org

Chairs: Pat Kaunitz & Don Keppler



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

To join the PCA, visit pca.org/user/join/membership

