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DER VORGÄNGER

THE MAGAZINE OF THE
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POTOMAC, PORSCHE CLUB
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Glenn Cowan

Should I go For a Drive?

It was Sunday afternoon in late January. I found myself with a couple of hours of free time so decided I would go for a drive. My wife was occupied, my son was busy, my daughter was with a friend so I would go for a solo drive. Having no specific destination, I decided to simply head toward rural Howard County where I know of some fun roads. Not wanting to fight Georgia Avenue congestion, I took the Beltway to I270 North planning on heading east somewhere north of Germantown.

Thirty minutes later, wandering around residential subdivisions still 20 miles from anything remotely interesting I gave up and drove home. Even with my wonderful car this wasn't fun or relaxing—it was a chore.

This experience and other “drives” too frequently similar got me to thinking about the variables that go into a drive worth taking. Surprisingly (or maybe not) the decision matrix turns out to be reasonably complex.

The variables I decided on are: Car, Destination, Route, Congestion, Weather, Time of Day, Distance, Co-Pilot and Alternative.

In turn, each of these have their own variables the most basic of which are:

Car: safe, fun, comfortable

Destination: event, scenery, friends, historic, recreation

Route: fun, dangerous, tedious

Congestion: traffic, construction

Weather: rain, snow, fog, overcast

Time of Day: day, night, sun angle

Distance: enough time, too close, too far

Co-Pilot: none, fun, boring, worse

Alternative: chores, hobby, family time, nap

A week later I again found myself with a couple of hours of free time so I decided to use my new decision matrix to determine if I should go for a drive. It didn't work. My wife was available but wasn't interested in narrow rural roads and decreasing radius turns. I couldn't come up with a reason to go anywhere or something in particular to do or see and the weather was—well, wintry. It was late in the afternoon and traffic was bound to be—well, traffic. And I did have some chores.

Next time I'm just going for a ride—and enjoying it without analysis. DV

It's Not Just the Cars...



Mia Walsh

volunteer world. I also tend to follow “MY” students and just recently sent out an email to Henrik Ojikutu, who was promoted to the Black run group, to congratulate him on his advancement. I also send an annual Christmas card to “MY FIRST” student, John Moore, who moved to Arizona a few years ago (he didn't know I had never instructed before!). They will always be “MY” students.

I don't need Harvard Health or Carnegie Mellon to tell me that volunteerism has positive mental and physical effects for those who donate their time. They do state that those who volunteer regularly tend to live longer, but only if their intentions were altruistic—volunteering to help others, not to make themselves feel better. I personally think volunteering, though, is always mutually beneficial and it's hard to separate those two.

I feel it is necessary for my actions, my choices, to make our world a better place, even for a small moment of time. I am happy that the Porsche Club is one of the places I choose to volunteer. DV



David Evans is recognized in the room of volunteers for his work on the Nominating Committee and other special projects assigned by Exec.



Instructor Development Coordinator, Dirk Dekker, poses with Mark Frances from OG Racing and Mike Smalley, DE Instructor.



Instructor of the Year, Nader Fotouhi, chats with Historian, Fred Phelps and Club Race Registrar, Cindy Pagonis

The leadership at our elder daughter's college, Bowdoin, in Brunswick, Maine, makes their systemic and daily decisions based on how they will represent “The Common Good”; ergo how Bowdoin's commitment to the Common Good may be cultivated and improved for the benefit of society.



As humans, we make an eye-popping 35,000 choices per day, according to Psychology Today. This statistic assumes that most people sleep for seven hours per day, leaving roughly 2,000 decisions per waking hour or one decision every two seconds. How do YOUR 35,000 choices benefit society, benefit the community and benefit those around you?

By nature, I am a very positive person. I grew up in a family surrounded by people who make lemonade out of lemons, who seek goodness and kindness in our friendships and who give themselves to help their communities. Whether it's hosting the football team for a big Italian dinner or actively working in impoverished areas to improve the life of a young child for a few hours a week, these small or big actions—these choices we make 2,000 times per hour—need to have a positive impact on society.

How does the Porsche Club of America fit into this discussion? While the nay-sayers reading this will say that benefitting a Porsche driver isn't really helping society, I think any time you give yourself to help others, it is a positive influence in any community.

The PCA is a volunteer organization. In February, we celebrated the Potomac PCA volunteer organization with our annual volunteer and sponsor dinner, which included invitations to 447 Potomac members who volunteered for our organization in 2019. 447 out of 2,562 primary members or approximately 18% of the Potomac region has chosen to give its time and talent to make memories and share positive moments for our Porsche community, our Porsche family.

For me, instructing during High Performance Driving Events is the most SELF-rewarding part of volunteering in the club, (though as President, my “hours” have been cut back a bit.) As a 5'1” (on a good day) female, instructing often 6'+ 190 pound males, to be faster, smoother and more aware on the race track, challenging them to continually improve, and sharing in their successes—with high fives and bear hugs and smiles and beers at the end of the day—gives me the most joy in my PCA

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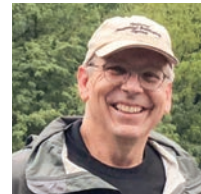
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2020 CALENDAR OF EVENTS

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.

CARS & Coffee

HUNT VALLEY, MD

SATURDAYS, 8–10AM

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

BURTONSVILLE, MD

SUNDAYS, 7:30–10AM

"Church of the Holy Donut"
Dunkin' Donuts Route 29 & 198
Burtonsville, MD

GREAT FALLS, VA

SATURDAYS, 7–9AM

Katie's Cars & Coffee
760 Walker Road, Great Falls, VA

This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

DULLES, VA

SUNDAYS, 7–9AM

Dunkin' Donuts at Dulles Landing Shopping Center
on Loudoun County Parkway north of US 50

LEESBURG, VA

SUNDAY, 9AM

Dog Money Restaurant
50 Catoctin Circle, NE, Leesburg, VA 20176

WINCHESTER, VA

3RD SATURDAY, 8–11AM

Truban Motor Company
60 W. Jubal Early Drive, Winchester, VA
All car types invited. Rain or shine.

BETHESDA, MD

SATURDAYS, 8 – 10AM

Corner Bakery Cafe
10327 Westlake Dr., Bethesda, MD
Westfield Montgomery Shopping Mall

MARCH

7

Potomac's Virginia Brunch – City Grill

8

High Performance Driving Clinic
Summit Point

14

Open Board Meeting & New Member Brunch

22

Potomac's Maryland Brunch – Irish Inn

Autocross #1

Free Tech Session for Potomac Members

Drive, Dine & Wine – Fox Meadow Winery

28

High Performance Drivers' Ed
Summit Point

Drive & Dine – Early Mountain

APRIL

4

Potomac's Virginia Brunch – City Grill

17–19

Overnight Drive & Dine to Hershey

25

Autocross School

Spring Rally

26

Autocross #2

Maryland Spring Drive

POTOMAC MONTHLY BRUNCHES

Virginia

First Saturday of each month, 11am

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

Maryland

Third Saturday each month, 11am–1pm

Irish Inn, 6119 Tulane Avenue, Glen Echo, MD

JOIN PCA

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

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

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CELEBRATING OUR VOLUNTEERS & SPONSORS

STORY MIA WALSH AND PHOTOS BY TONY PAGONIS

PCA Potomac's Annual Volunteer and Sponsor dinner, held on February 8, 2020 at Maggiano's Little Italy in Tysons II, was another sell-out event with over 180 members and sponsors in attendance. Celebrating PCA Potomac's 65th Anniversary, each member was given a window decal at his/her seat as a remembrance of Potomac being the founding region of the Porsche Club of America in 1955.

President, Mia Walsh, and Vice President, Gary Baker, thanked all the chairpersons and volunteers who make PCA Potomac the best region in the country. Club leadership in Drive and Dine, Autocross, Club Race and the Drivers' Education programs spoke individually to honor their special volunteers who were in attendance at the event.

Though each volunteer is an integral part of the success we share, several individuals were given awards for going over and above for our club.

PRESIDENT'S AWARDS

The President awarded three special volunteers for their contribution to Potomac.

Don Mattran: Don just finished celebrating his 20th anniversary in PCA. He has attended over 100 Potomac activities since 2013, mostly in the Drivers' Education and Club Racing Programs, as both a driver and a volunteer. His primary role in PCA Potomac is the DE Co-Chief Instructor, where he provides sage advice with his calm personality in the paddock. Many people rely on Don before, during and after each DE event, as he takes a great deal of time to appropriately match each student with a qualified instructor, assist in maintaining those relationships during the event and providing feedback to both the student and the instructor in our MSR registration system afterwards. Don is a true gentleman on and off the track.

Glenn Havinoviski: Glenn joined PCA in 2008, but didn't start registering for Potomac events until 2014, six years later. Like a good leader, he attends all our Open Board meetings to spew his program information to our new members. He loves our holiday party, family picnic and banquet events which are run by our social chair, as he has attended all of them since 2015.

As a leader, it was very impressive as four of his committee members nominated him for this role, stating, "he is the quarterback at the helm making sure everyone has a great experience" at his events. Another said, "members applaud the frequency and diversity of events our region organizes" and "these were enthusiastically promoted, organized and run" by Glenn.

Glenn, the Chair of the Drive and Dine Committee will host 42 days of events in 2020, as well as being the National Liaison for Treffen Greenbrier.

Steve Wilson: PCA member for 15 years, joining the club in 2005. He has participated in over 88 registered PCA events since we began using MotorsportReg in 2013. He participated in and organized autocrosses inside and outside the club for over 11 years. He then moved into the DE program as a driver and then going through the National PCA Certification process as an instructor. As a man who spent his professional career in education and the classrooms, he then utilized those skills to become a classroom instructor for our Blue and Green level groups at the DE's. It takes a special personality to be able to educate adults in this setting and he did so with grace and fun and gained the respect of his driving students along the way. He eventually entered in to PCA Club Racing and has raced and volunteered for Potomac events for many years. If all this volunteerism wasn't enough, this gentleman recently took the helm as a co-chief instructor in the DE Program.

President's Award past winners include:

Don Mattran, Steve Wilson, Glenn Havinoviski (2019); Glenn Cowan, Ron Flax, Michael Handelman, Brian Walsh (2018); Craig Davidson, Linda Davidson, David DiQuollo, Ed Hahn, Michael Sherman (2017); George Whitmore, Fred Phelps, Bob Mulligan (2016); Fred Pfeiffer, Annabelle Alvi, Alan Herod (2015); Sally Herod (2014); Ron Davis, Gary Baker, Richard Seltzer (2013); Dirk Dekker, Cindy & Tony Pagonis (2012); Mark Francis, Michaela Shoop, Mia Walsh, Michael Handelman, Ken Harwood (2011)



The Drivers Education Chairs and Chief Instructors thank their volunteers. (left to right) Bob Mulligan, Steve Wilson, Don Mattran, Dirk Dekker, Susan Kimmitt



Secretary, Ken Larson, Vice President, Gary Baker and Treasurer, Stephen Kiraly, welcome the crowd to our annual event.



Co-Chief Instructors Steve Wilson and Don Mattran present Nader Fotouhi with the Instructor of the Year award.





Gary Baker and Mia Walsh posed with Maryanne & Don Mattran, sponsors from Foundry Wealth Advisors. Don also was a President's Award recipient for his work in the Drivers' Education program.



Mia Walsh presents Glenn Havinovski with the President's award.



Gary Baker, Stephen Kiraly, Mia Walsh and Ken Larson present the Enthusiast Award to Steve Bobbitt.



Sloan and Carol Palitti from SSI Motorsports pose with their 2019 Sponsorship Award, given for their contribution to providing the PorscheFest t-shirts along with Europros.

ENTHUSIAST OF THE YEAR

The idea of the Enthusiast of the Year award was conceived of by Tom and Pat Walker in 1990, when Tom was Potomac's President. The concept of the award was to recognize the Potomac Region people who had in effect, participated in more region events than anyone else during the past year, and had given service to the club for many years.

Steve Bobbitt: Steve Bobbitt epitomizes the concept that the Walker's wanted to recognize. Since joining six years ago, Steve has not only been an avid volunteer (currently holding the Autocross Chair position) but participates in each DE and Autocross event across the board. He joined the DE instructor Corps in 2018 and was promoted to the Red driving group in 2019. Steve attends the New Member breakfasts and Open Board meetings, is a recurring guest at the holiday parties, picnics and barbeques and spends his "free" weekends helping people get their cars together for the track or the road. He has been an integral point of contact for sage advice when it comes to technical questions about car set-up, mechanics and identifying issues. He is frequently at the Tech line bright and early every morning at our events. He was touted as the best steward's assistant ever at a Club Race and was noted as such in the national Steward's Report. His name has been personally requested each year since by

Club Race national. From a fiscal perspective, he understands that the club is a non-profit and analyzes any purchase that falls under his reign as the Chair of Autocross. His name has come up for several years in this category because of the many ways he is involved and the many people he has helped along the way.

Enthusiast of the Year past winners include:
Steve Bobbitt (2019), Lara Peirce (2018), Ken Larson (2017), Ken D'Angelo (2016), John Vrankovich (2015), Michael & Pat Kaunitz (2014), Carol DeZwarte & John Walters (2013), Linda & Steve Gifford (2012), Craig Moen (2011), Craig Davidson (2010), Chris Wingfield (2009), John Eberhardt (2008), Gary Brindle (2007), John Magistro (2006), Tony Pagonis (2005), Mike Shaw (2004), Dirk Dekker (2003), Ann Marie Trew (2002), Kurt Mickelwait (2001), Manny Alban (2000), Don Wolfarth (1999), Ed Ruiz (1998), Betty Church (1997), Paul & Donna Amico (1996), Fred Smart (1995), Dave & Diana Love (1994), Tom & Pat Walker (1993), Bob & Kim Williams (1992), George Whitmore (1991), Chuck & Shirley Drake (1990)

INSTRUCTOR OF THE YEAR

Each year, the DE Program Chairs select an honored Instructor of the Year. These instructors go over and above the normal volunteer efforts of a "regular" DE instructor. The concept of the award was to recognize the Potomac Region people who had in effect, participated in more region events than anyone else during the past year, and had given service to the club for many years.

Nader Fotouhi: Nader Fotouhi has been a PCA member since 2003 and followed quickly thereafter becoming an instructor in the DE program in 2006. Nader is generous with his time and often takes multiple students, traveling great distances from his home in New Jersey. His students regularly acclaim him the "best instructor" they have ever had!

Instructor of the Year past winners include:
Nader Fotouhi (2019) John Vrankovich (2018), Chip Taylor (2017), Carson Soule (2016), Susan Kimmitt (2015), Brian Walsh (2014), Ross McNair (2013), Dave McMahon (2012), Dan Dazzo (2011), Robert and Susan Mitchell (2010), John Sullivan (2009), Peter W. Kauffman (2008), Tom Phillips (2007), Michael Vietz (2006), Donna Amico (2005), Betty Church (2004), Alan Harod (2003), Dick Fleming (2002) DV

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Driving the Design

BY JOSH FERNANDEZ

If, as a Porsche enthusiast, you appreciate speed, agility, power, and consistent performance, then you're going to love Jenna Fava Roote, founder and Creative Director of Jenna Fava Design. After all, all of those characteristics are absolutely critical for someone juggling a business and four children ages 5-11.

"Life moves fast and in a lot of different directions," Jenna says. "One minute I'm acting like a personal assistant to my kids, and the next I'm talking to the CEO of one of my clients. I've learned that in both my personal and professional lives, I need to be focused on structure and discipline, while maintaining the ability to be responsive and ready to adapt. I've also learned that I've got to be creative and have some fun with whatever I'm doing."

This "structured, responsive, creativity" is what guides Jenna's design principles, which you can see before your very eyes.

Jenna was originally contracted to convert Der Vorgänger to an updated publishing software, but quickly recognized that the overall design could use some updating, as well.

"The design and layout of Der Vorgänger had many strengths and it served PCA Potomac well for years, but as with everything, an outside view can offer an opportunity to improve and change. I have been a Creative Director for 20 years and my foundation is deeply rooted in layout and typography so I was able to look at past issues and see improvements that could be made."

Jenna wanted to bring consistency to the department pages and integrate a different approach to how articles are presented. Her use of typography, call-out quotes, and a bold, eye-catching masthead modernizes and freshens up the layout while emphasizing important points.

She determined which elements were consistent in each issue and then created a design standard to follow going forward. One goal of this standardization was to have a more streamlined production schedule and eventually allow for multiple people to make content edits using a shared file system for updates.

Jenna was born and raised in Baltimore, MD. She found her love for Graphic Design in high school at Notre Dame Preparatory in Towson, Maryland where Mia Walsh attended and was a technology teacher. After college and the start of her career in Miami, Jenna moved to Pittsford, New York where she currently resides with her husband, 4 children and their chocolate lab. She drives a mini van but has high hopes that she will one day be behind the wheel of a Porsche.

"Some of the changes implemented are subtle—some are major—some are details that maybe not everyone would notice unless you are told to look for them. I think that is the case with any good design though—even the design of a luxury automobile—it's the nuances that make the ordinary become extraordinary."

"We're lucky to have a partner like Jenna," Mia Walsh said. "She's passionate about design, and it comes across in her work. But even more, you can tell that she cares about our publication and its readers. She really wants to excel in all areas to keep us happy." Just like a Porsche does. **DV**

View more of her work at jennafavadesign.com.



PHOTO CREDIT: USA HUGHES PHOTOGRAPHY



STORY BY DENNIS HOWARD AND PHOTOS BY DENNIS HOWARD AND MIA WALSH

HAVING FINISHED ITS THIRD YEAR IN EXISTENCE, WITH A TOTAL OF 14 RACES SINCE THE FIRST ONE AT SUMMIT POINT RACEWAY IN 2016, WE ARE LOOKING FORWARD TO AT LEAST FOUR EVENTS FOR THE CALENDAR 2020 YEAR. FRED PFEIFFER HAS BEEN TALKING TO LIME ROCK, VIR, MONTICELLO AND SUMMIT POINT. NOT ALL HAVE COMMITTED AT THIS TIME.



2020 EVENTS

LIME ROCK again started the year off in April welcoming us for the second time with 3 VU cars, 16 VO cars, 1 VGTO car, and 3 VGTO cars. Car count totaling 23.

MID-OHIO was a newcomer for this group in May of this year with 1 VGTO car, and 12 VO cars. Car count totaling 13.

VIR was also a newcomer welcoming us this year in June and had 3 VU cars, 1 VGTO car, 4 VGTO cars, and 17 VO cars participating. Car count totaling 25.

LAGUNA SECA joined in for the first time this year in July and had 1 VU car signed up, 4 VGTO cars, and 18 VO cars. Car count totaling 23.

ROAD AMERICA also opened up a slot for the vintage group for the first time in August with 6 VU cars, 1 VGTO car, 5 VGTO cars, and 13 VO cars. Car count totaling 25.

SUMMIT POINT included the group for a fourth time in September with our largest attendance of 9 VU cars, 2 V4U cars, 2 VGTO cars, 7 VGTO cars and 20 VO cars. A whopping 40 car count!



We had around 150 drivers participated in this year Vintage Group Series, twelve attended two races, five attended three, four participated in four, three did five, and one did all six (and even showed up and drove Daytona even though not an official Vintage Series event)

One of the neat things I found running with the vintage guys is the camaraderie that had developed between us. It is really cool seeing so many orange vintage group hats being worn around the track and at the meetings all weekend. I look forward to seeing and parking together with the group in the paddock area this coming year.

Any current club racers that have eligible cars sitting around not being driven may consider washing them off, prepping them and bringing them along to join us in the fun. **DV**

PCA Club Racing Rule book. Download a copy of Appendix M for reference and explanation of the car class codes

PCA POTOMAC NEW MEMBER BREAKFAST & OPEN BOARD MEETING

SATURDAY, MARCH 14

10AM - NOON

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INTERSPORT PERFORMANCE'S GRAND OPENING ASHBURN, VA

BY MIA WALSH
PHOTOS BY MIA WALSH AND INTERSPORT PERFORMANCE

It's not every day that you get to see two friends' dreams of ten years realized. To be able to enjoy the rush and excitement of reaching that goal and share their smiles and laughter knowing the hard work and perseverance it took them to get there.

On January 19th, many PCA Potomac members were on-hand to attend the Grand Opening of Intersport Performance's new Ashburn, VA location. Omar Hilmi and Charlie Murphy, long-time sponsors of PCA Potomac, provided tours, musical entertainment, food and drink to a packed facility that features an inventory of some of the most beautiful Porsches corralled together in a long time!

The new Ashburn location is a full-service maintenance and repair site, as well as a showroom for selling European and luxury pre-owned cars, especially Porsches. DV

For more information, check out their website:
intersportperformance.com



Charlie Murphy and Omar Hilmi celebrating the opening of their new facility in Ashburn



PCA Potomac members Michael Handelman, Ron Flax, Richard Curtis and Ed Davis



John Ashford, Michael Kaunitz, Mia Walsh and Vu Nguyen



Guests gathering in the showroom for Intersport's Grand Opening celebration.



PCA Potomac, Past President, David Dean, entering the party.



Inside the service area of the Intersport's facility.

An Orphan Finds a Home

STORY BY ROBERT G. GUTJAHR

Robert Gutjahr has been a PCA member for more than 40 years—more than 30 of those years have been with Chesapeake Region. He has been a contributing editor to Porsche Panorama for more than 20 years. Currently, he is the National Policy Chair of the Club. Robert co-chaired the 50th PorscheParade at Hershey in 2005. This past year he, and his wife Ellen, hosted Boardwalk Reunion—theZone 1 and Zone 2 event that was recently featured in DV. He interviewed the Gaulrapps for this story after he first noticed it at the Gold Cup Event in 2010. Robert owns a 912E as well so he knows a lot about the cars.



There we were under the PCNA sponsored Gold Cup Porsche Tent in 2010, a small group of club members showing our cars amidst the annual fall equestrian competition in the heart of Virginia’s horse country.

There we were under the PCNA sponsored Gold Cup Porsche Tent in 2010, a small group of club members showing our cars amidst the annual fall equestrian competition in the heart of Virginia’s horse country. The cars being driven into the display were the spectrum of colors that are the staple of most Porsche Club gatherings. Before the tent closed its flaps, a stunning metallic blue mid-seventies 911 came inside, but something was odd about it. The car pattered- it didn’t have the distinctive camshaft cacophony idle of a 911- and its suspension seemed to lift the car off its wheels. The Seventies word funky came to mind, and all in the tent took a moment to ogle this strange-sounding little car. It glistened like a bright blue glass ornament on a Christmas tree, and drew many of us to check out its features.

Most overlooked the standard 911 instrument cluster with its unusual fuel/ temperature gauge and a conservative 7,200 RPM tachometer. Most didn’t catch the smaller 14.5 inch Fuchs wheels. But all who lived through the Seventies had their “aha” moment when they moved to the rear of the car and saw that telltale silver ‘912E’ script on the back. For those newer members who hadn’t, the car was a conundrum, prompting the same questions in that tent in 2010 as when Porsche debuted the car in 1975. The owners, Ed and Joan Gaulrapp, had purchased it on the advice of old friends and long-time enthusiasts three years before, and they did their best to tell the story of a unique chapter in Porsche history and the incredible journey home for their very special car.

If ever there was an orphan in Porsche’s vaunted family tree, it would have to be the 1976 912E. Porsche is known for evolving and improving its model lines over time, but the 912E was one and done even before production began in the summer of 1975. The car was essentially a stop gap measure to bridge production between the 914 and the 924, representing Porsche’s continuing commitment to an entry level car for the American market. Max Hoffman was the originator of the concept back in 1954 when, at his request, Porsche began producing the 356 Speedster, a less expensive version of its Cabriolet.

Through the 356 era, which saw base Speedsters and 60 HP Damen powered A’s and B’s at the lower end of the price ledger, and then on into the 911 years, when Porsche buyers could opt for the 912, Porsche recognized the appeal of a less expensive car with fewer appointments compared to its more upscale counterparts. The 914 carried on this tradition with checkered results during the course of its seven year production run. When the decision was made to buy back the EA 325 project from VW and build the 924 as a replacement for the 914, Porsche had a problem. Without an entry level car in its line-up, it reverted to a tried and true formula to cover down on what it considered a critical niche in its American market: install a four cylinder engine into a slightly modified 911 body. It had worked well for the 912, which had enjoyed modest success during its five year run, and Porsche felt confident this car could hold the line until U.S. spec 924s could reach American shores in the summer of 1976.

Porsche built 2099 of these orphans strictly for the American market, and the reviews here were mixed. The car’s G series 911 body was still relatively new at the time, having only been in production since 1974, but was gaining wide acceptance by enthusiasts, many of whom were buying aftermarket kits to convert their long hoods into the larger bumper look. The VW Type 4 engine was a different matter. Detuned versions had powered VW station wagons, and later were used by Porsche in 914–4s. The L Jetronic fuel injection engineered for 912E’s motor, although reliable, enabled the little pancake four to pump out a somewhat anemic 86 horsepower. (By contrast, the much lighter 912 produced from 1965–1969 boasted a 356 Super 90 engine with approximately 95 horsepower.) Such an unusual car demanded a special buyer, and many languished in Porsche/Audi showrooms in the fall of 1976 as the general buying public and the enthusiast community kicked its tires and scratched their heads at that Type 4 looking lost in the gaping engine compartment.

Owners who adopted the 912E in that transition year bought a base Porsche at \$10,500 with 27 different color choices and a modest list of performance and appearance options. One such enthusiast was Ralph Sogard of Indianapolis, who ordered a Caribe Blue 912E from Sadler Motors in Vincennes, Indiana. Very few 912Es were painted this unusual color and the car was all the more special for its 14.5 inch Fuchs wheels. Mr. Sogard took delivery of the car on November 3, 1975, and almost immediately added dealer-installed Volkswagen Products Corporation air conditioning. Clearly purchased for weekend excursions, Mr. Sogard drove 19,000 miles over the next ten years before selling it to William Bawden, another Indianapolis resident, on May 28, 1986. Interestingly, Mr. Bawden drove the car only 9,500 miles in the ensuing

20 years despite a peripatetic lifestyle. The car was literally all over the map, with maintenance records reflecting work performed in Tucson, AZ; Toronto, Canada; and Fairfax, VA.

Eventually the Bawdens settled in Woodstock, VT where Bill purchased the Wigren & Barlow Antiques business and his wife started Woodstock Folkart Prints. The antique business kept the couple occupied on weekends, and the car was seeing more storage time in the garage than actual run time on the twisty New England roads that beckoned it. The Bawdens reluctantly put it up for sale in the fall of 2007.

Enter Ed and Joan Gaulrapp of Clifton, VA. They weren’t diehard Porscheophiles at the time—Ed’s only previous experience with German cars was his 1959 Volkswagen that got him through college in the early Sixties. But their dear friends Roger and Wendy Palm had owned Porsche cars for years, and as fate would have it, in September of 2007 the Gaulrapps were visiting the Palms on the occasion of Ed’s 65th birthday. Antiquing and leaf peeping were on the menu for their New England visit, and during the course of their lazy drive through New Hampshire and Vermont, the couples returned to Wigren & Barlow Antiques shop in Woodstock. This was their last stop for the afternoon, and as the men sat in the Palm’s Cayenne waiting on their wives, Wendy caught a glimpse of what looked like a 911 hidden away in the garage attached to the store with a ‘For Sale’ sign on it. Even through the window panes of the shed, the car looked inviting—its cheerful bright blue was the same the color as the sky that day.

Like any self-respecting enthusiast who is always looking for a Porsche in a barn, Roger held his breath, marched into the shed, and immediately began inspecting the car. 28,500 miles. Pristine. A little pricy for a 912E. With a Cayenne, a 911 Carrera and a 356 occupying their garage, Roger and Wendy simply didn’t have room for another Porsche. They made the decision for the Gaulrapps on the spot: “We can’t buy it. YOU have to buy it!” Ed and Roger took the car out for a spin, and Ed went from doubting his friend’s sanity to seriously considering buying the car. Roger later contacted Bill Bawden to begin negotiations and told him he would call back on Monday to discuss an offer.

That was on a Thursday. Ed and Joan went off with the Palms to Maine for the weekend of more sight-seeing and to mull over their possible purchase. Meanwhile, Roger continued his self-imposed mission to get the Gaulrapps into this car. He called his friend and resident New Hampshire Porsche expert Rainer Cooney of Meister Restorations of Center Barnstead, NH (now thespiderfactory.com) for his opinion on the deal. Rainer told him the car was worth every penny, and for a Yankee to come to that conclusion—not to mention a premier Porsche mechanic-it was enough to put the Gaulrapps over the top and into their first and only foray into Porsche ownership. So Ed called Bill Bawden the following Monday and told them they had a deal.

The Gaulrapps had to return to Virginia, so the Palms retrieved the car from Woodstock the following week and brought the car over to Rainer for a post-purchase inspection. Rainer could find nothing wrong with the car other than rock chips on the rocker panels that he easily touched up. He also sourced a much needed new set of Michelin VXX tires, which proved very difficult to find given the oddball 14.5 inch Fuchs wheels.

The car’s ride was now smooth and vibration-free, and the Gaulrapps anxiously anticipated taking ownership on their next trip to New Hampshire in October.

North Country Region hosted a tour and concours at the historic Balsams Grand Resort in Dixville Notch, NH that month, and the Gaulrapps celebrated their purchase by following the Palms’ Carrera to the Balsams for the show. They were thrilled with the car, but on the way from Wolfeboro to Dixville Notch, the 912E stalled and surged once or twice, which Ed attributed to a bad tank of gas. A can of dry gas seemed to correct the problem for the remainder of the weekend.

Leaving for Virginia early on Monday morning, Ed and Joan were two hours into their journey when the car began cutting out again. Porsche ownership was proving to be challenge, but at least they had learned an important first lesson: only permit trusted mechanics to work on your P-car. Without hesitating, they turned right around and drove the car to Meister Restorations, Rainer’s shop in Barnstead, NH. Rainer drained the fuel, replaced the fuel filter, and changed the coil, cap, rotor, points, plugs, and condenser. The car performed well for Rainer on drives back and forth to work , and he agreed to deliver the car to Ed at Front Royal, Virginia on his way down to the 2007 Rennsport Reunion in Daytona.

Rainer’s repairs were good for about five hours, when the 912E once again began burping, stalling, surging in Pennsylvania. Fortunately, he was not alone. The New England Porsche gang that was convoying down with Rainer for Rennsport pulled over and convened a meeting right there and then on I-84. VW pancake 411s have been known to stall when its cylinder head temperature sending unit reads false positives for excessive heat—and automatically cuts out the engine. All agreed this was the case. What to do? Rainer didn’t want to delay the trip any further, and, with a little Yankee ingenuity, he resorted to buying ten pound bags of ice and dumping them on the engine to keep the sending unit cool. This would work until the cylinder head temperature unit got warm again, would not like what it was reading and then stall the engine. Across Pennsylvania, down through Maryland, and on into Virginia,

Rainer found himself performing one of the strangest travel routines he ever experienced in his years as a Porsche mechanic: Drive the car, buy a bag of ice at a gas station or convenience store, dump the ice on the cylinder head, and then head out again. Repeat every 30 minutes.

Ed waited patiently in Front Royal off I-66 and I-81 as Rainer apprised him of his icily slow progress. Fortunately, Ed and Joan were prepared for the arrival of their recalcitrant Porsche, having bought a cooler and 15 pounds of bagged ice at a local Wal-Mart—more than enough for the drive back home to Clifton, Virginia on I-66. And they brought her home, breathing a sigh of relief as they pulled into their driveway as the 912E’s odometer turned over at exactly 31,000 miles.

Needless to say, the Gaulrapps didn’t make it to Rennsport that year, but Curry’s Automotive in nearby Chantilly did install a new cylinder head sending unit, which finally made the pancake four happy. And so are the Gaulrapps! Since 2007, they’ve put another 2,500 miles on the car. It may not be the star of the show at the Potomac Region events like the Deutsche Marque and Gold Cup but it has attracted a lot of attention for its stone original condition and unusual paint. Indeed, at the 30th Annual Deutsch Marque Concours in 2013, the 912E was the featured car for 1976 in the 50th Anniversary of the 911 Display.

The car presents well on any concours field. Although many 911s and 912Es from the 1976 model year have had issues with paint flaking off the factory zinc-coated galvanized bodies (This was the first year for this technology and Porsche eventually addressed the problem for the 1978 model year.), the Gaulrapp’s 912E is virtually flawless. Some argue that the Caribe Blue Metallic is just another name for Minerva Blue, but nonetheless, the records show less than two dozen 912Es were painted in this color. Despite its years in the Midwest and New England, the car has zero rust, in part due to having been Ziebarted upon delivery. Although some purists would be horrified, the car still sports the so-Seventies Ziebart caps on the door sills and compartment openings where the body was pretreated for rust.

The car’s dark blue interior is a little worn, but the dashboard and appointments

are perfect. The mid Seventies air conditioning looks almost clunky under the dash, but it is correct—sort of like an AC version of an eight-track tape deck player. It still blows nice and cold, but reduces those precious 86 horses a few more when the compressor kicks in. An updated Alpine radio has replaced the Blaupunkt Frankfurt that came delivered with these cars. Interestingly, the original driver and passenger seats are black, which begs the question if this was a factory color-matching error.

The 912E’s accessories and documentation are intriguing. Ed has virtually all service records dating from its years with the Bawdens. The car’s original and complete factory tool kit contains just six tools. It still has it unopened plastic fuse holder. Although the window sticker is lost to time, Ed has ordered a factory Certificate of Authenticity for the car’s provenance.

That certificate will no doubt reflect a modest 912E with some interesting options, but as most 912E owners will be quick to tell you, the car is absolutely unique and represents an ingenious bridging strategy at a critical time in Porsche history. Yes, their numbers are dwindling. And yes, they’re great sleepers for Porsche collectors that appreciating in value. But for Ed and Joan, their 912E is just a sweet little car that shows well and begs to have its story told. Ice and all.

DV

From Ed Gaulrapp: Many years ago I met Robert Gutjahr at a Porsche event, probably the DeutscheMarque. He encouraged me to provide information on my purchase of the 912E that I currently own.

4-4-4

STORY BY MIA WALSH AND PHOTOS BY GARY BAKER

THE PORSCHE CLUB OF AMERICA MEMBER ONLY RAFFLE WINNER BRAD NICKLIN

Since 2006, the Porsche Club of America has been holding Member Only raffles for a chance to win brand new Porsche cars and other Porsche goodies. The Fall 2019 Member Only raffle had 29,000 entries at \$50 USD per ticket resulting in five grand prize winners of which the first-place grand prize winner was PCA Potomac member, Brad Nicklin.

Vu Nguyen, the Executive Director of PCA, stated that for each entry, a business card size ticket is printed and put into a large raffle drum. With the PCA office staff looking on and a witness from outside the organization, the winning tickets are drawn by Vu.

From that point forward, the REAL fun begins. Vu and his staff use member contact information, social media and Google Advanced Boolean searches to locate the winners’ “next of kin” to help plan the surprise announcement.

Vu invited PCA Potomac President Mia Walsh and Vice President Gary Baker to join in on the fun for the grand prize Potomac winner’s reveal. Vu found Brad’s social media with a very locked-down Facebook page, but noticed a comment from the winner’s sister, Lisa, posting “My handsome brother” and contacted her directly.

On January 31, 2020, the grand prize winner, Brad Nicklin, had NO IDEA what he was walking into when he met his wife Kelly at Teas’ N You on Leesburg Pike. Kelly had been “in” on the surprise for a few days and worked hard to get her husband to take a break from work to join her.

Vu and the PCA national Digital Media Coordinator, Damon Lowney, set up the tea-shop in pure “punk” mode. Damon placed hidden video cameras around the tea shop, hidden microphones underneath the tables and staged the scene appropriately. Vu put on staff clothes for the tea shop, worked behind the counter and delivered Kelly a pre-ordered drink. Shortly thereafter, Gary Baker ran into



Brad Nicklin posing with the 1st place winner's sign and a GT4. Brad will configure and order his own next month.

the shop saying that he just hit the “blue car” (a stunning 2016 GT4, on loan from Potomac member, Tessa Hall) and needed to find the owner. Vu walked table to table asking if any of the customers owned the “blue car” out front. Brad and Kelly repeatedly answered “no”, but Vu kept on asking—finally dangling the keys and saying, “I think it IS YOURS!”—when Mia turned the corner with balloons and a big raffle winner sign.

His face was PURE JOY!

Brad Nicklin later stated, “Without a doubt, one of the most exhilarating moments of my life. Utterly shocking.” Equally ecstatic was their son, Drew, who is a sophomore at University of South Carolina. Kelly called him on speaker phone to share the good news. His joy and their faces were priceless. “Drew’s a real car guy, just like his father.” said Kelly.

The new Cayman GT4 and Spyder represent the top models of Porsche’s mid-engined 718 range, and, as such, they are equipped with a brand-new naturally aspirated 4.0-liter flat six that makes 414 horsepower. His wife, Kelly, stated that “four” was Brad’s favorite number, so a GT4, with 414 horsepower and 4.0-liter flat six was a perfect addition to their garage! Brad’s birthday is on February 4th as well, so this made an amazing early birthday present by FOUR days!

Brad will get credit towards configuring his own 2020 GT4 and placing the order with a local dealership. In addition, his raffle prize includes \$25,000 cash which he may use towards the taxes for the winning prize and to upgrade the car to his ultimate desires. Brad assured President, Mia Walsh, that we would be seeing a lot more of him and his family at future Potomac events!

Congratulations, Brad and Kelly, from your PCA Potomac family! DV



THE GREENBRIER TO HOST FALL 2020 TREFFEN

Potomac Volunteers to Lead Two Tours

The German word “Treffen” is a verb that means, “to meet.” Porsche Treffens are organized by various Porsche groups around the globe each year.

STORY BY ALAN M. FRENCH AND PHOTO BY KRISTEN CROWLEY

The Porsche Club of America's ninth Treffen North America will be hosted at the historic Greenbrier resort, deep in the Allegheny Mountains of West Virginia. This is the first ever PCA Zone 2 Treffen and our very own Potomac Region is excited to join the First Settlers and Shenandoah Regions in supporting the five day event, September 16–20, 2020.

The German word “Treffen” is a verb that means, “To meet.” Porsche Treffens are organized by various Porsche groups around the globe each year.

For those unfamiliar with the PCA Treffen, they are prestigious, multiday events at premier locations in North America, open to members from all regions. PCA National organizes two per year; in Spring and Fall. You may have seen invitations for this year's Spring Treffen at the Broadmoor in Colorado Springs. Treffens are very popular and attract a wide diversity of Porsches and Porsche people.

When we dig into the history of the Treffen in North America, we find that similar events, known as PCA Escapes, started in 2005. We also see that the Potomac Region hosted “Escape to History” in Baltimore in 2007. The nationalization of the Escapes into Treffens happened in 2016, with PCA National doing the heavy lifting in organizing, planning and promoting the events we know today.

I was asked recently of the difference between Parades and Treffens. PCA Treffens are similar to the summer Porsche Parades in activities such as tours and social events. Both types of event are big deals for the destination towns and cities. The Parades however, include competitive events and seminars. Treffens are focused around non-competitive touring.

On Treffen coming to Zone 2, PCA Potomac President, Mia Walsh, said “I'm excited to be involved in fulfilling some of our club objectives by joining national and other regions in organizing and presenting this special event for members.” Mia attended the Treffen in Vermont last year and brings her experiences to the table for the planning and organizing of the 2020 Greenbrier event.

The planning and organizing is well underway. It started almost immediately after the last Treffen. A number of Potomac members went to the Vermont Treffen, like Michael Handelman whom many of you know for his years of service to the club, from Treasurer to DE Track Steward. Michael is a key member of the Potomac Treffen volunteer team. Michael says he is motivated by the opportunity to “drive some great roads through amazing scenery and eat outstanding food!”

The Greenbrier is an iconic National Historic Landmark with a rich and colorful history. It has welcomed guests from around the world since 1778. The natural mineral springs that drew the first guests over 240 years ago continue to attract visitors to the 11,000 acre luxury retreat today. While the guest list boasts 27 of the country's 45 Presidents, royalty, celebrities and business

leaders, this year it's about to add some very distinguished guests with their automotive works of art.

A great vestige of the Cold War is the Greenbrier bunker, a facility built to house all 535 members of Congress in the event of a nuclear attack! I can vouch for the fascinating Bunker Tour should you find yourself in White Sulphur Springs, WV.

The Alleghenies are part of the Appalachian Mountain Range so hill climbs, twisty roads and stunning vistas come as standard. First Settlers, Shenandoah and Potomac are each running driving tours that will be available to Treffen guests. I'd love to share the amazing drives that are planned, the interesting destinations and the top class cuisine that will be experienced, but then I would need to deploy my Men-In-Black Neuralyzer pen. The drives are a closely held secret and only available to those who register for Treffen with a password that will look remarkably like your credit card details.

Glenn Havinoviski, our Potomac Drive & Dine Chair seems a natural choice to be leading the Potomac tour planning. Glenn has looked forward to this opportunity for a while, “Potomac has done trips to the western Virginia region for years now and this is a great opportunity to work with the other regions in the Zone to help put this event on.” Glenn points out that previous Treffens across the country have sold out quickly. For him, it's all about the drives in his Porsche, and as he says, “This part of the country has some amazing drives.” Everyone I spoke to with previous Treffen experience talks about great food, fabulous resorts, amazing cars and wonderful people with fascinating stories of their cars and journeys they've taken around the globe. But everyone agrees, the Treffen drives are like the V10 in your Carrera GT: the powerhouse in a pulchritudinous package.

We had a great response to Mia's call for volunteers last year, and I'm blessed to be on the Potomac Volunteer team. We are thankful to have a full set of great Leads, Mids and Sweepers to ensure our tours will be remembered by participants for a long time to come.

To participate in the Greenbrier Treffen, one must register on June 17th, at 3pm, EST. That's when the starting pistol for the registration race is triggered for this much sought after event. If you're interested, you should be aware that places sell out within minutes, not hours or days.

Participants won't have to stay at the Greenbrier while participating in the Treffen, but one must register for the event. The PCA is negotiating deals with other hotels in the area, but all of the events and socials are based at the Greenbrier.

PCA national will announce the full program and pricing in due course. In addition to the notifications in your PCA eBrake News and the Potomac email blasts, you can visit the dedicated website at treffen.pca.org

Viel Glück meine Freunde! DV

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2014 911 Carrera 4S
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2013 911 Carrera 4S Cabriolet
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JOSE CAROTTI
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JAMES COX
2014 Panamera GTS
from Burke

JASON CROSS
2007 911 Targa 4
from Dameron

PHIL DI RUGGIERO
1985 928S
from Washington

DOUGLAS DOMPKOWSKI
2014 Panamera
from Bethesda

TERRIE FRANKS
2017 911 Turbo
from Oakton

ROB GANJON
2006 911 Carrera 4S Cabriolet
from Gaithersburg

GREG HANSEN
1994 911 Carrera 2
from Olney

JERRY HAYES
2011 Boxster
from Ashburn

CHRIS HOLMES
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- We are always in need of articles and photographs to help tell Porsche stories. All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:
- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.
 - Visits to car museums.
 - DIY (Do—It—Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
 - Interviews with interesting people who own interesting Porsches such as the one on Sal Fanelli, who owns a Porsche tractor.
 - My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.
 - Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.
 - Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.
- Write your stories, snap your photos, and send them to dveditor@pcapotomac.org. All photos must be original digital files; do not resize or crop them before submission.

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Taycan Turbo S

Soul Electrified?

As reviews pour in about Porsche's new "Soul Electrified" power surge into the world of electric vehicles, perhaps this review will offer a somewhat different take on things. So here goes, and let's begin without playing around. Scale of 1–5. 1 being an automotive novelty and 5 being, my soul got electrified. The Taycan Turbo S is for me a solid 3, but easy to see where higher level impressions come from.

Does it feel Porsche? Well, I guess, somewhat. But to a person not in tune with Porsche's past, it may redefine the word. There is no hesitation in the Taycan's ability to get on with it. There's just no RAHHHH! All there is go, and to go very quickly if asked. Is it fun? It's actually very fun. But is it GT3 RS cougar claw, asphalt grabbing, holly crap, bad ass fun? In my opinion, no. It "may" match the fastest I've gone from 0–60, but it's also the most unceremoniously quiet version of it. Oddly, I also felt as though I was being pulled not pushed. All is quiet before you go and then you're gone with the pulse of an electronic whine. Passengers have no idea it is coming. There is no hint, just acceleration. The most incredible acceleration? No, as there's no antics, no search of traction, and no—aggressive noise, just whine.

So, what's missing for me can be found in one five syllable word—anticipation. Please, just for a moment think how anticipation affects our joyous lives. The removal of wrapping paper from a present you have received, the stylus touching a great vinyl record, or the sound of a growling engine before a launch or during a spirited pass. These kinds of things and the sounds that accompany them are blissful delights not to be missed. Watch an action film sometime with the sound turned down and the action is frankly, less exciting.

FUEL FOR THOUGHT

BY TOM NEEL

I'm certainly not saying the Taycan is a bad product. No way. It's brakes are superb. It's handling; imagine driving a brick. Not in a bad way, but in feel. A brick is heavy, but planted. In fact very planted. Like it is incapable of spinning—planted. At the wheel you feel all the proper heaviness you wish for. There's no vagueness up front. It's as solid as a brick. Comfort and technology. Yes, there's lots of technology and it's comfortable, like a layered chocolate cake. In fact, it's the techno wiz's home away from home and trust me, if this is you, you will feel right at home.

Does all of this make the Taycan a sports car? No, and I think I'm being fair when I call it an SUS. What's that you say? Well if SUV stands for Sport Utility Vehicle, than SUS stands for Sport Utility Sedan. My Macan S is not a sports car, but it certainly falls bias to the sport side of utility. The same applies here. If you really want a sports car, buy one. But if you want an attractive four door sedan that's sporty, that feels more compact than Panamera especially inside, the Taycan is certainly worth a try.

In conclusion: If you own a collection of fun things, the Taycan belongs. It is fun but if your first concern is green transport, go buy a Leaf. The Taycan is more about performance than saving the planet. If you like rock over Bach you probably would prefer an internal combustion engine. If you like trying to figure out things. Well, try figuring out how 5,100 pounds goes from 0–60 in 2.6 seconds with no noise or tire spin? If you want to know if I would own one? Five more syllables—Maybe Frozen Blue. DV



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