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THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • MAR 2024





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DER VORGÄNGER

THE OFFICIAL MAGAZINE
OF THE FOUNDERS' REGION,
POTOMAC, PORSCHE CLUB
OF AMERICA, INC.

3.24 VOLUME 70 NO.3

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Articles, photos, letters and other contributions to **DER VORGÄNGER** should be sent to the editor by the 1st of month preceding the month of publication, to dveditor@pcapotomac.org. Please send digital images in their original sizes.

For questions about advertising rates and placement in **DER VORGÄNGER**, please contact Alan French at dvads@pcapotomac.org

DER VORGÄNGER

(ISSN 0199-0667) is published monthly by The Founders' Region, Potomac, Porsche Club of America at 4196 Merchant Plaza #223, Woodbridge, VA 22192. Periodicals postage paid at Winchester, VA, and additional mailing offices. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$46 (includes \$3 for Der Vorgänger subscription). Postmaster: Send address changes to Der Vorgänger, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD, 20814. Statements appearing in Der Vorgänger are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. Copyright date 2024. All rights reserved. For information about commercial advertising and rates, contact the editor listed above. Letters to the editor are welcome. They should be brief and may be edited for length. Please include a contact phone number for verification.

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UNDER THE BOOT

- 4 The Editor's Column
- 5 The President's Column
- 7 Potomac Events Calendar
- 10 Program Highlights
- 20 A Boy Called Carrera
By Luke Popovich
- 24 A Long-term Relationship
with a 1989 Porsche 911 Cab
By Joe A. Powell
- 26 Convertible Top Care
By Brad Will
- 28 Early Water-Cooled Era
Audio Upgrades
By Mark Miller
- 30 Automobilia
- 33 New Potomacans
- 34 PCA Potomac Anniversaries



COVER PHOTO

Sunset and a row of sunflowers complement Bill's 991 GT3 at Rocky Point Creamery, Tuscarora, MD. Bill was also recognized with a PCA President's Award this year for his continued outstanding contributions to the club; story on page 10. Photo by Bill Schwinn.

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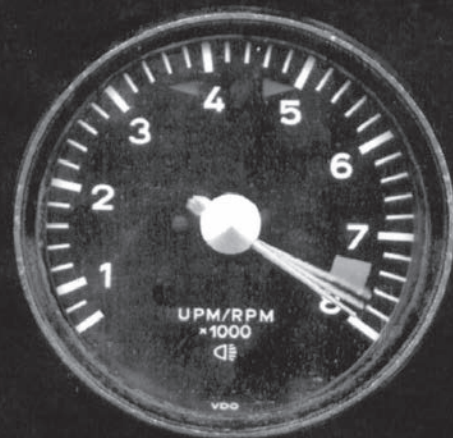


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How the Sausage is Made



Steve Grumbach
Editor

Over twenty years ago I was sitting at a car show with a close friend who is a professional photographer and graphic designer. Witnessing another photographer at work capturing images at the show he remarked, "Never believe a digital image." He wasn't being intentionally derisive; rather it was his way of telling me something that at the time I didn't well understand or appreciate, as I had yet to transition from film to digital photography. He, on the other hand, was routinely applying the capabilities of desktop computer-aided editing in his craft to enhance products for his clients.

I was, therefore, amused by the recent kerfuffle in the British press surrounding the digitally altered image by Princess Kate Middleton of herself and her children. Once it was known by the press that they had used a digitally manipulated image (admittedly by the Princess in a subsequent apology), the photos were yanked from distribution – but then that became an even bigger story. Come on – who wouldn't like to see their fidgeting kids look a little better?

I'll grant you that standards of journalistic integrity cannot be compromised. That said, and in the interest of full transparency, pretty much every image you see in dV IS "altered." What do I mean by that? Routinely images are enhanced to make them more clear or more attractive: Variations in vibrance, exposure, composition, contrast, sharpness, color balance, and aspect are typical. Removing blur or extraneous and distracting objects is also common to make an image more appealing. Sometimes we need to do so to take an image that wouldn't meet the minimum quality standards of the printing process (vs. something that might otherwise be okay on a website). Sadly, we have had to omit an otherwise interesting image for that reason alone.

If you've noticed a positive difference in the visual presentation of recent editions of dV, we'll take that as a complement. Credit largely goes to our Designer, John Mills, who goes out of his way to put events in their most positive light (no pun intended).

I mention this to hopefully assuage any reluctance you might have to submit photos or stories to dV. In casual conversations with members, I've heard them say they think they have a story but don't want to send it in because, "I'm not a good writer." Or, "I can't take a good picture." That's a pretty negative and subjective self-assessment. We are blessed as a region to have a large, rich diversity of talent and life experiences that commonly provide wonderful copy.

I strongly encourage you to give it a try. I well understand how some folks with a story idea or find themselves staring at a blank screen and can't get started. My suggestion then is to jot a few lines to me in an email and I'll be happy to coach you through it. And our Copy Editor Joe Minarik polishes words and phrases to make them better (mine included). After all, even Pulitzer prize winners get edited. One regular contributor remarked after seeing his story in print, "Nice! I hardly recognized what I wrote." (And yes, he was happy!)

When all is said and done, what shows on these pages is the collective effort of the membership. So have at it – and take comfort in the knowledge that your contribution will be appreciated, unlike a certain Royal. **dV**

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We Celebrate Some That So Many Do

Among my favorite events during the year is the honor of hosting our PCA Potomac's Annual Awards Volunteer & Sponsor Dinner. On this occasion, we celebrate the contributions and collective efforts of a few of our members along with our sponsors. (See the story of the Volunteer and Sponsor Awards on page 10.)

What's challenging about the endeavor is recognizing but a select few among our over 3,000 Potomacans. We invited all our volunteers who participated in program activities in 2023 to the dinner. To single out a few is a daunting task but cheerfully done by consensus among the Executive Committee members. We reviewed the many nominations from our program chairs and selected four individuals recognized with a President's & Region Award for their

exceedingly generous dedication to the club last year. Many give the club their time, money, and often both. Volunteering fuels this club, and we are blessed in Potomac to have so many who give so much for the enjoyment of others.

Then there are those folks in the club who do it year after year, sharing their energy, passion, and fun with others. They step forward and upward to become program chairs. These are dedicated souls who put themselves out there to take on the responsibility of organizing a year's worth of activities, many while holding down a day job, and many who take valuable time and still balance the welfare of their families.

I'll also mention Vice-President Ed Hahn, who introduced the Program Chairs for Autocross, Club Race, and Driver Education, who in turn recognized several


outstanding volunteers in their respective programs.

It was also an opportunity to thank our sponsors - their generosity is the oil that lubricates the engine of so many of our programs. More than 50 sponsors provided the financial resources to keep us going; we were delighted to celebrate many of them with Sponsor Awards. You can see a complete listing in the article in hopes that you acknowledge their sponsorship with your patronage. They make this organization possible; we are incredibly grateful for all the support so many have shown us over the years. I thank them again for their continued support of the Potomac Region.

We concluded the evening with the popular Enthusiast of the Year Award, which went to Allie and Bill Conley. Please congratulate them both when you see them next! DV



Steve Bobbitt
President



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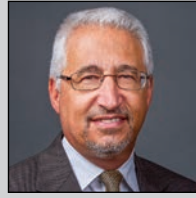
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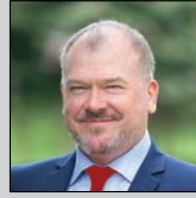
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

APRIL



13 Potomac Porsche Women Drivers Brunch, Clyde's Tower Oaks Lodge, Rockville, MD



13 Drive & Dine: Dark Horse Irish Pub and Blue Valley Winery, Flint Hill, VA



21 Road Adventures: Blue Ridge Tunnel Adventure, Afton, VA



27 Community Service: PCA Potomac Habitat for Humanity Volunteer Event, Manassas, VA



27 Autocross: PCA Potomac Autocross School Potomac Pad, Summit Point, WV



28 PCA Potomac Autocross #1 Potomac Pad, Summit Point, WV



28 Second Annual PCA Founders Region Concours d'Elegance, 7950 Westpark Drive, McLean, VA

MAY



5 Concours: 40th Annual Deutsche Marque Concours d'Elegance, Occoquan Regional Park, Lorton, VA



12 DE: Potomac's Watkins Glen DE, Watkins Glen International, Watkins Glen, NY



19 Autocross: PCA Potomac Autocross #2, Summit Point - Washington Circuit, Summit Point, WV

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

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

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Firebird's Wood-Fired Grille
14020 Promenade Commons St.
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Maryland

Third Saturday of each month, 11:00 am
The Irish Inn
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Club Announcement

Executive Board Change

Earlier in March, Ed Hahn resigned as Vice-President, due to new job commitments.

The Executive Board are pleased to announce the appointment of Don Mattran to the position, and will seek confirmation from active members at the next full board meeting.

We thank Ed for over three years of great support on the Exec, and hope to see him at Potomac events in 2024.

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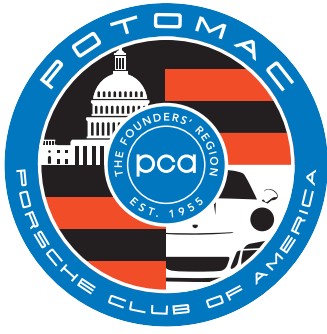
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Potomac Program Highlights

ANNUAL AWARDS BANQUET



Henrik Ojikutu is congratulated by Brian Walsh and other members of the Chief Instructors team as he accepts the trophy as **Driver Education Instructor of the Year**.

PCA Potomac's Volunteer & Sponsor & Award Ceremony

PHOTOS BY BILL SCHWINN

On March 9th over 175 people attended PCA Potomac's Volunteer & Sponsor Award Ceremony at Maggiano's Little Italy restaurant in McLean, VA. The annual banquet was held to honor everyone who supported our region in 2023.

Potomac President Steve Bobbitt noted in his introductory remarks, "I hope you share my excitement and deep appreciation for all of our wonderful volunteers and sponsors. Last year, more than 400 of you volunteered your time and expertise to make our activities and programs run smoothly. More than 50 sponsors provided the financial resources to

take us to the next level. You all are the heart of our club, and we are delighted to celebrate you tonight."

"Thanks to dedicated volunteers like all of you, we held 105 different events over 76 days last year, with more than 5,320 registered participants. You showed up and generously gave your time for the good of the club. I'd like to thank each and every one of you here tonight, whether you volunteered directly for Potomac, or helped out while your Porsche person was away, or you're here tonight to support a volunteer or sponsor. Thank you all!", he said. DV



Enthusiast of the Year: A true Potomac power couple, Allie and Bill Conley were recognized for taking on numerous roles as Autocross, Club Race and Membership Chairs, along with consistently exhibiting kind-hearted help, commitment and support to fellow members new and old. The award was presented by President Steve Bobbitt (center) and Vice President Ed Hahn (right).



President's Award: LeRoy and Marilyn Mills were recognized for their contributions to Drive & Dine events through support, organizing and volunteering their time, passion, and sense of fun. Over the past five years, they have attended over 60 PCA events, including Treffens East and West, and Porsche Parade.



Autocross program organizers and volunteers are acknowledged with season class winning trophies: (L/R) Bill Simmons, Tessa Hall, Kevin Keaty, Jeff Gary, Autocross Co-Chair, Rafael Garces and Bill Conley, Autocross Co-Chair.

President's Awards

LeRoy & Marilyn Mills
 Bob Simmons
 David Evans
 Bill Schwinn

Enthusiast of the Year

Allie & Bill Conley

Instructor of the Year

Henrik Ojikutu

Special Recognition

Glenn Havinoviski
 Glenn Cowan

Sponsor Awards

Auto-Therapy: Roger Bratter
 Autobahn: Jose Herceg
 BlueRidge Motorwerks: Tony Connor
 Cottages of Mentone: Lou Bartolo
 Craftsman Auto Care; Matt Curry
 Dawe's Motorsports Development: Donna & Paul Amico
 Decision Technologies: Dwayne Moses
 Euro Pros Collision Center: Derrick and Jack Ford
 Fearless in the Kitchen: Paul Amico
 Fitzwater & Dean: David Dean
 Foundry Wealth Advisors: Don Mattran
 Grenier Law Group: Peter Grenier
 Intersport Performance: Omar Hilmi & Charlie Murphy
 Morais Vineyards & Winery: Antonio Conceicao
 OG Racing: Mark Francis
 PCA National: Vu Nguyen
 Phillips Way: Phillip Martien
 Porsche Silver Spring: Chas Conklin
 Porsche Tysons: Pat Driscoll
 Radial Tire Company: Bill Elomari & Paul Moorcones
 Reflections Auto Salon; Brad Will
 RPM: Stan Fox
 Summit Point Motorsports Park: Kathleen Lazorchak & Greg Haas
 SSI Motorsports: Sloan and Carol Palitti
 TPC Racing/DSC Sport: Mike & Harris Levitas
 Video Dynamics: Bob Mulligan
 Westminster Speed & Sound: Mark Miller
 Wilfre Co.: Martin Harrison

POTOMAC PROGRAM HIGHLIGHTS



(L/R) Marissa Jackson, Lou Bartolo and Kenny Kong proudly display jackets they received for four years of service in support of club race and track programs; presented by Henrik Ojikutu (rear) and Randy Smith (right).



Glenn Havinoviski (left) and Glenn Cowan were recognized by Secretary Alan French for their many years of varied service. "Glenn-ski" joined PCA in 2009 and assumed leadership roles in the Drive & Dine program; during the seven years of his tenure, he was responsible for over 200 events. As our longest serving Editor of der Vorgänger magazine (nine years), Glenn Cowan oversaw publication of over 100 issues.



President's Award: Bill Schwinn, with wife Edna, displayed his award for his many varied efforts as Social Media coordinator, while also proving to be an adept Autocross driver and instructor who has participated in close to 130 events, along with spending countless hours working in the background in varied roles to support our region.



President's Award: David Evans was acknowledged for his many years of service in working quietly behind the scenes as DE Registrar, other Potomac committees and as a much sought-after driving instructor.



We were pleased to have Vu Nguyen, National Executive Director of PCA (center), in attendance to receive a Sponsor Award from Steve and Ed.



Bob Simmons accepts his **President's Award**. He's participated in nearly 140 events in the last five seasons, and been a steadfast partaker in the Driver Ed and Autocross programs, contributed to the club in a very big way along with attending board meetings, social events, tech sessions, and Drive & Dine activities.



Historian Fred Phelps (left) presented a memorial keepsake to Diane Sullenberger in recognition of her tenure as Potomac Past President.



Cars line up in three lengthy columns in the paddock at the Jefferson Circuit. The Spring HPDC was well attended with 33 student drivers, 36 instructors and many other volunteer track workers participating in the early March event.

Spring HPDC

STORY BY SUSAN KIMMITT AND BOB MULLIGAN, DE CO-CHAIRS
PHOTOS BY MARK MELOTTI AND STEVE GRUMBACH

The first weekend in March brought Potomac PCA Driver Education to the Jefferson Circuit of Summit Point, West Virginia. Saturday was our instructor refresher day with lots of in-classroom discussion about teaching techniques, terminology, and goals to sharpen the on-track experience. This was followed by our spring HPDC (High Performance Driving Clinic) held on Sunday, March 3rd.

HPDC is a day full of approaching high performance driving on a race track as well as learning the basics of car handling for improved driving skill for the road. This one-day event is open to all licensed drivers 18 years and older. No previous experience is required. We accept all makes and models of automobiles. The very full day includes plenty of classroom instruction as well as on-track exercises that teach important

lessons needed for both road and track. These moderate-speed exercises are broken down into three activities that include braking skills, skid pad, and slalom. Many past students have commented that car-control exercises on the skid pad alone made the day worthwhile. After lunch, the afternoon students are divided into three run groups, with sessions very similar to our regular Drivers Education HPDE weekend events. Helmets are required, and though speeds are controlled, they are higher than in the morning exercises. Each run group gets to drive three on-track sessions in the afternoon on the Jefferson Circuit. For all morning exercises and the afternoon on-track driving, each student has an assigned in-car instructor who carefully shows him / her how to drive the track using the terminology and classroom information given during the morning sessions.



A group student track session in the afternoon. Photo by Mark Melotti.



Instructors Henrik Ojikutu, with Colleen Reiche (left), provide students with a classroom performance review session before returning to the track.



A distinctive yellow 2004 996 GT3, owned by Ed Strawderman. Ed is an Instructor Candidate and was on the track doing training in the passenger (Instructor) seat. The driver is Chuck Harrison, a PCA instructor mentor.

For this HPDC event, we had 33 students, 36 instructors, and 11 volunteers as well as our chief instructors, registrars, tech support, cone chasers, as well as many all-round friends and family. Looked like everyone had a great day!

Potomac has another HPDC scheduled for the end of September, five DEs held at our home track (Summit Point), and three away DE events: VIR, Watkins Glen, and Pittsburgh International. DV



Student driver Ed Novak, (right) with his Instructor Ron Tilton, in the paddock beside his 2022 Carmine Red Cayman GTS. Said Ed of his first-time HPDC experience, "After a full day of HPDC, and great camaraderie, I had no problem braking hard and hitting the apex of my bed that night."

PLEASE LOOK AT OUR WEBSITE FOR MORE INFORMATION ON THE ENTIRE DE PROGRAM, AND SPECIFICALLY FOR INFORMATION ON THE HPDC EVENTS.



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HPDC WEB PAGE

RALLY



Alan Schulman and David Taschler claimed first place with a King-High Flush, showcasing skill and luck in equal measure.

A Sweet Victory: Choco Shuffle Showdown Winners Take the Prize

STORY BY EMELY WINNERT, RALLY CO-CHAIR

On February 24th, the Potomac Rally program hosted the Choco Shuffle Showdown, a collaboration between PCA Potomac and local chocolatiers. It proved to be a tantalizing blend of Porsches, backroads, chocolates, and a card game. With seven cars and sixteen participants, this unique event delivered excitement, camaraderie, and sweet indulgence.

What set the Choco Shuffle Showdown apart from your typical rally was its innovative fusion of two beloved pastimes: cars and card games. Upon check-in at Porsche Silver Spring, participants were dealt two-hole cards, setting the stage for a Texas Hold 'Em game unlike any other. The route, meticulously planned to showcase the beauty of the backroads, led participants through a series of strategic stops where they would collect additional cards and indulge in gourmet chocolates.

The first stop in Leesburg, Virginia, allowed participants to tantalize their taste buds with chocolates from both Leesburg Gourmet and Mocatinas, two wonderful venues, while adding to their hands. The aroma of chocolate mingled with the excitement of the card game, setting the tone for the adventure ahead. At Sweet Rose Bakeshop in Purcellville, the second stop on the route, participants hunted for the turn card amidst the scent of fresh baked goods. Then Wine Loves Chocolate in Washington, Virginia, provided the final piece of the puzzle—the river card—amidst exquisite wine-and-chocolate pairings.



The Choco Shuffle gang.



997 Carrera at the start with Driver Art Killinger and Navigator Matthew Reamsnyder.



A gorgeous Boxster Spyder awaits driver Robert Gutjahr and navigator Lynda Pejic at Porsche Silver Spring.

As the dust settled and the cards were laid out, the winners emerged triumphant:

- Alan Schulman and David Taschler claimed first place with a King-High Flush, showcasing skill and luck in equal measure.
- Linda Wilkinson and Denise Coll secured second place with a Queen-High Flush, proving that perseverance and strategy pay off.
- Art Killinger and Matthew Reamsnyder clinched third place with a Four-High Flush, demonstrating that sometimes even a modest hand can lead to victory.

But the Choco Shuffle Showdown was more than just a competition; it celebrated friendship, adventure, and the joy of the open road. As participants toasted their success at Little Washington Winery and Brewery, they knew the memories made during those four hours would last a lifetime. Ultimately, it wasn't just about the cards or the prizes—it was about the shared experiences and the bonds forged along the way. **DV**

ROAD ADVENTURE



The group arrives at Luray Caverns; after enjoying a pleasurable drive, the adventure is about to begin!

Exploring Luray Caverns in Style

STORY BY CINDY CHOI, RALLY CO-CHAIR
PHOTOS BY GILLES REYES AND CINDY CHOI

Picture this: a crisp morning at Porsche Chantilly, Virginia, with a lineup of sleek, powerful Porsche cars, ready to embark on a memorable journey. This was the beginning of a road adventure to Luray Caverns, a day filled with scenic drives, and the sheer joy of driving these remarkable machines.

The convoy of Porsches set off on a carefully planned route, designed to showcase the beauty of the countryside while ensuring a thrilling drive. Each twist and turn of the road revealed stunning rolling hills with perfect weather adding to the magic of the day.

The group made a single comfort break stop along the way, allowing drivers to stretch their legs before continuing the exhilarating drive. After about two hours of driving, they arrived at Luray Caverns. They parked their Porsches and gathered for a leisurely lunch, sharing stories of their drive and eagerly anticipating the adventures that awaited them underground.

Luray Caverns, located in the picturesque Shenandoah Valley of Virginia, is a mesmerizing underground marvel

that attracts visitors from around the world. Discovered in 1878, these caverns are renowned for their stunning array of stalactites, stalagmites, and other limestone formations, creating a breathtaking underground landscape.

In addition to the caverns themselves, Luray Caverns offers other attractions, including the Car and Carriage Caravan Museum, which features a remarkable collection of antique cars and carriages, providing a glimpse into the history of transportation.

Some of the drivers opted to explore the caverns on a guided tour, marveling at the fascinating rock formations and underground pools that had taken thousands of years to form. Others chose to relax and soak in the beauty of the Shenandoah Valley.

As the day drew to a close, all the drivers embarked on their own journeys back. The Road Adventure to Luray Caverns had been more than just a drive; it was an experience that brought together the beauty of nature, the thrill of driving, and the spirit of adventure and exploration. **DV**



(Above and lower left) Potomacans were treated to the awe inspiring rock formations and natural wonders while touring Luray Caverns. Photos by Gilles Reyes.



The group assembles on a brisk spring morning for the Road Adventure on March 17th.



Enjoying my baby out in horse (and driving) country. Photo by John Mills.

A Boy Called Carrera

STORY AND PHOTOS BY LUKE POPOVICH

“How’s retirement going for you?”, asked a long-absent friend of mine. “Great,” I said, barely able to conceal my excitement. “I’m expecting!”

That brought a smile to the face of this mother of two as she waited for the punchline. After all, I’m 78 years old and can easily pass for 80 on a bad day. By the way, I’m also a guy.

“I’m ‘expecting’ a new car,” I explained. “But not any car ... a Porsche 911, with delivery expected sometime around March 12.” The explanation spared my friend any thought of who the accursed mother might be. “Boys and their toys,” she said.

Comparing a car to a kid may not be good for a laugh. Normally I wouldn’t even make light of the drama of childbirth that’s known only to mothers and expectant parents. But this moment isn’t normal, because this isn’t just any car. I’ve wanted to own Porsche’s iconic 911 for decades.

Being childless, I soon began to think of my longed-for 911 as the child I might finally have late in life. I was soon to be the parent of a new kid named “Carrera.”

The thing is, I’d been driving Caymans and Boxsters for years, and very enjoyably, too. But I viewed them more as pets, not kids. Besides, getting in and out of 718s at my age required the body of a contortionist. I struggle to get out of bed. A new 911 would be different, a birthday gift to myself when I turned 80. Or so I thought. But soon the idea of waiting a couple more years to bring a 911 into my life seemed pointless. “Let’s be honest, for a change,” I said to myself. “What are you waiting for?” Eighty is getting rather long in the tooth to enjoy a noisy, restless 911. Not to be morbid, but how many years after 80 would I be spunky enough to enjoy parenthood with 386 hp and a Sport Plus option?

01
Your purchase order has been confirmed
11/17/23

02
You have reached the Change Freeze Point
1/7/24

03
The manufacturing process of your Porsche is starting soon
1/22/24

04
The manufacturing process of your Porsche has now started
1/31/24


The point of no return.

Commission No: H69101
VIN: WPOAA2A99RS208597

4.0 Acceleration 0-60 mph
sec


379 Maximum power combustion engine
hp

182 Top track speed
mph



More details about the vehicle

My Carrera's specs.



Track Your 911 Carrera from production to delivery.

Dear Mr. Popovich,

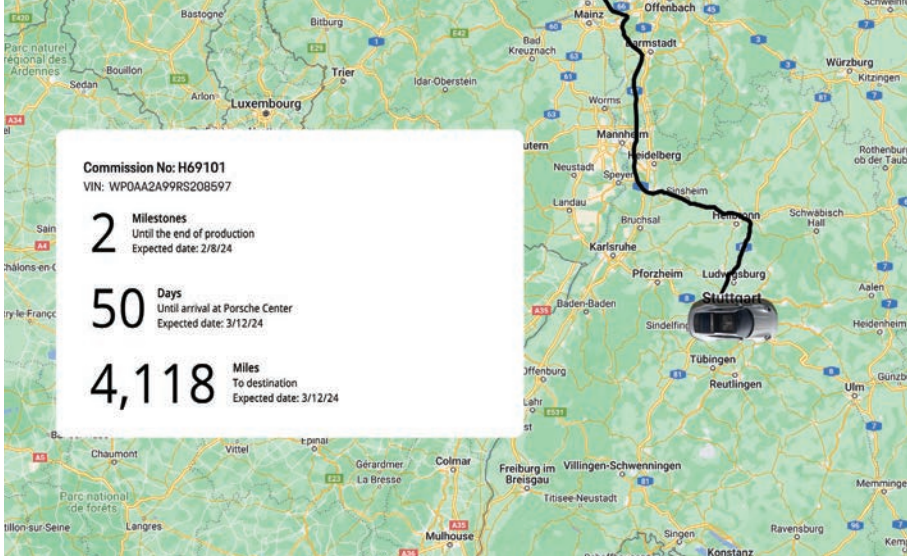
Congratulations for ordering your new 911 Carrera! We are thrilled to let you know that you will be able to track every part of the manufacturing process through our digital platform My Porsche. From conformation to creation, your car is maiden voyage from factory to dealership.

Discover Track Your Dream

To gain access to Track Your Dream, log in to your account using your existing Porsche ID for exclusive information regarding your new 911 Carrera, such as:

- Production and delivery status**
Stay up to date and track your sports car until it arrives
- Exciting production insights**
Take a look behind the scenes and discover how your Porsche is built
- Estimated date of completion**
Count down the days until your new Porsche arrives

Porsche enables you to track every step of the manufacturing process.



Commission No: H69101
VIN: WPOAA2A99RS208597

2 Milestones
Until the end of production
Expected date: 2/8/24

50 Days
Until arrival at Porsche Center
Expected date: 3/12/24

4,118 Miles
To destination
Expected date: 3/12/24

The countdown starts!

To my surprise and delight, I quickly snagged an allocation from the Arlington, Virginia dealer. After writing the deposit check - a quart of blood - and submitting the elaborate build sheet, the real fun began. That was Porsche's process for delivering my car, one that eerily reinforced the peculiar feeling of becoming a father. Each week I received what I thought of as a sonogram — a colorful email from Porsche HQ bearing a picture of a toy 911 on a map of Germany informing me of a new milestone in the car's embryonic journey from Stuttgart to Arlington.

Apologies in advance to any parents I may offend by comparing my 911's birthing experience to a human's. Of course, a car is not a kid. My Carrera will look nothing like me, thankfully for Porsche. And its gender will be only one I arbitrarily assign to it.

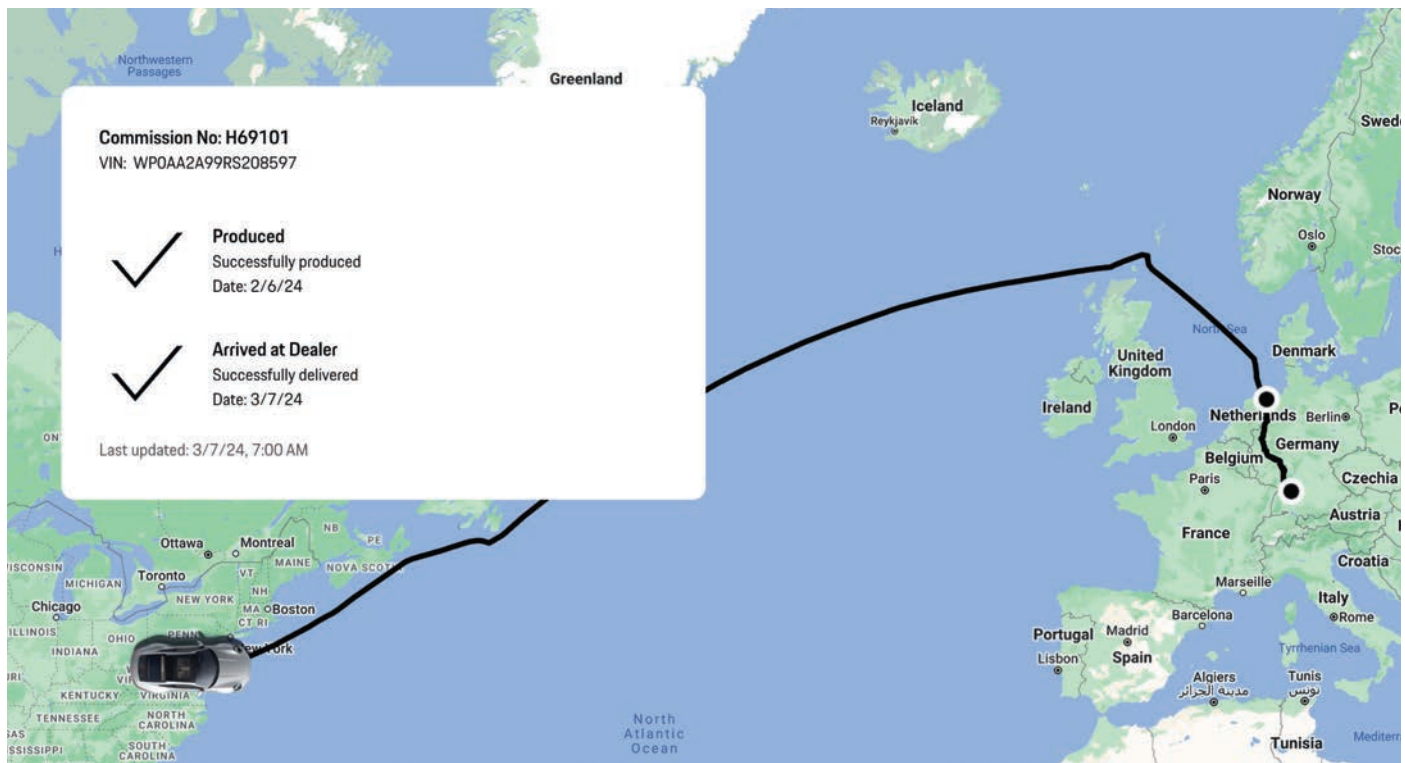
“How’s retirement going for you?”, asked a long-absent friend of mine. “Great,” I said, barely able to conceal my excitement. “I’m expecting!”



Automotive elevator at the Porsche factory.



In the paint shop at the Porsche Factory.



Arrived at Porsche Arlington after a long journey.

But Porsche enthusiasts will hopefully understand the excited anticipation of watching this German baby emerge from the factory. First came the picture of its frame on the factory floor, enlivened by its own VIN number, a virtual birth certificate. Next came the announcement that it was out of the hospital, or factory if you insist. A colorful map, helpfully illustrated with a black dotted line, showed the car's overland route to the port of Emden.

The excitement grew when several days later I received yet another email. My car had arrived at the port and was patiently awaiting a freighter. This could take a while, I was told. These vessels aren't Ubers. But meanwhile I was assured my car would be well protected from the harsh German winter.

Surprisingly, only a day or so later the next sonogram arrived: a photo of my car loaded on a ship bound for the US. As any parent would, I felt constant anxiety during the car's winter crossing. Ships do sink, and with 911s aboard. They also hit icebergs. It's been a Titanic problem. But three weeks later, I was relieved to hear my car had crossed the dark Atlantic safely. Offloaded at the port in Baltimore, it was now just 40 miles away from the Arlington dealer, said the cheery email.

I was about to be a Carrera dad. Sure enough, two days later a voice mail from Porsche Arlington said, "It's here, waiting for you." Photos from the showroom showed a proud dad next to his metallic silver "wunderkind". I think parenthood is going to be a joy ride.



The delivery room.

“I’m ‘expecting’ a new car,” I explained. “But not any car ... a Porsche 911, with delivery expected sometime around March 12.”



Delivery day at Porsche Arlington.



Joe Powell poses next to his beloved – and now VERY clean – G-body 1989 911 Silver Anniversary Cabriolet. Rare, as only 200 Cabriolet versions were built, either in silver metallic or satin black paint.

A Long-term Relationship with a 1989 Porsche 911 Cab

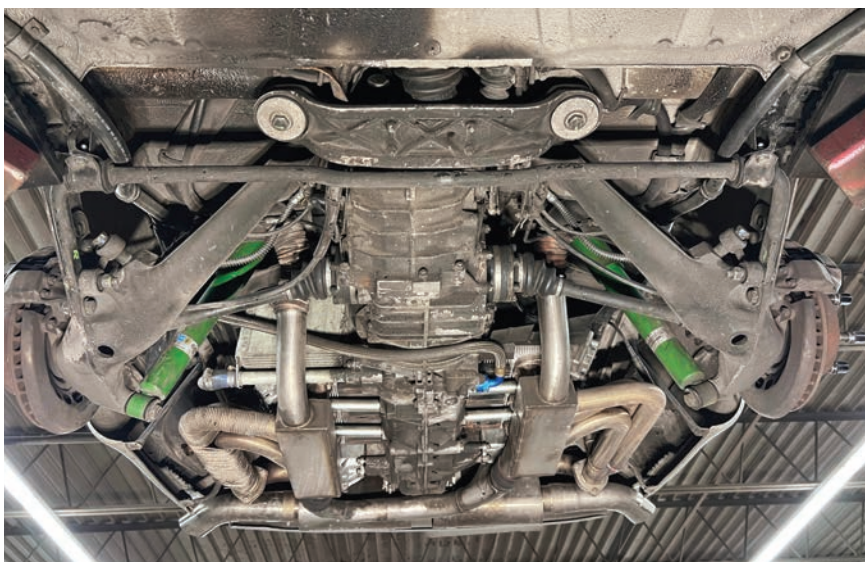
STORY AND PHOTOS BY JOE A. POWELL

I have been a car guy for most of my life. One fall day in 1992, at the age of 39, I finally decided it was time to scratch the itch I had for an air-cooled Porsche. The local BMW dealer in Akron, Ohio, had two lightly used 1989 Porsche 911 Cabriolets in inventory – one was white with a blue interior and blue top, with only 7,000 miles; the other was a Silver Anniversary Cabriolet with a linen interior, black piping and a black top, with 17,000 miles. The Silver Anniversary 911 had a whale tail spoiler and bright silver painted Fuchs wheels with polished rims.

The white car was in their new car showroom and looked “as new.” It was beautiful, but to my eye it just did not pop. However, the dealer had placed the silver car in another room on an elevated stand with quartz lights shining down on the metallic paint. I was immediately awestruck and told my wife “I’m buying this car!” And so, I did....

Each time I drive the Porsche, I get out of the car and think what a great car this is. As a 25th Anniversary Edition, every part of the car has been massaged so it is solid as billet – no cowl shake, squeaks or rattles, with a smooth ride even over Akron’s potholed roads. Because I put it in storage each winter and rarely drive it in the rain, the car still looks as new.

Over the years, I have had to replace the black convertible top and all the rubber window seals. I have done a few oil and filter changes myself, but two local mechanics do all the heavy maintenance – e.g., they have replaced the original “rubber center” clutch with a “turbo” unit; performed valve adjustments every 10,000 miles; completed air conditioning hose and refrigerant updates; and installed Billy Boat stainless steel exhaust headers and a dual exhaust outlet muffler. (This car sounds amazing!)



Before: A look toward the rear of the 911 showing the accumulated grime and results of oil stains scattered about the engine, transmission, exhaust, and suspension.



After dry ice cleaning: Result!

All Porsche air-cooled flat sixes have their oil leaks. When the rear main seal blew out a few months ago and sent oil all over the underside of the car, it was time for a thorough cleaning. (I know it's the underside of the car and no one sees it, but I have done a wheels-off detailing every few years, and so it just bugged me to have all that dirt and oil under there!)

I had heard several years ago about a local company that does dry ice blast cleaning. The CO₂ dry ice crystals are shot onto the surfaces to be cleaned and as they sublime – turn from a solid directly into CO₂ gas – the dry ice removes the dirt, oil, and grime while leaving even the decals on the shock absorbers untouched. The pictures of “before” and “after” the process tell the story: The car looks like the day it left the factory back in 1989! The cost for dry ice blast cleaning my car was \$2,800, and it took four days at the shop to get it done, but I highly recommend it! **DV**

The CO₂ dry ice crystals are shot onto the surfaces to be cleaned and as they sublime – turn from a solid directly into CO₂ gas – the dry ice removes the dirt, oil, and grime while leaving even the decals on the shock absorbers untouched.

EDITOR'S NOTE

Joe Powell is a member of the Northern Ohio Region Porsche Club of America (NORPCA). The dry ice cleaning process was performed in his area but is offered by several providers in the Potomac region. When queried, they report it is very effective, non-invasive, renders an “as new” result, and is commonly recommended when an older vehicle is undergoing a restoration, in preparation for a competitive high-end concours or to better present the car in photos before sale - which apparently in Joe's case is never.



A nicely detailed 1987 911 Cabriolet.

CONVERTIBLE TOP CARE

STORY AND PHOTOS BY BRAD WILL

Cabriolet, Targa, Spyder, and Boxster Porsches give their owners the advantage of open-air driving at the touch of a button, or at least the manual folding or removal of the top. Cosmetically, these vehicles should be maintained like any other vehicle. The top itself, whether painted, fabric, or vinyl, requires specific care to preserve its appearance. The key to long-term top preservation is a solid, consistently executed maintenance plan. The process, equipment, products, and materials used to maintain a convertible top must be chosen with care to get optimal results. The convertible top on a Porsche Cabriolet, Targa, or Spyder can look great for decades with a few simple maintenance steps performed regularly.

The most important prerequisite of preserving a vehicle's convertible top is proper vehicle storage. The tops are designed to get wet; however, they are not meant to remain consistently wet. A top that is constantly wet will eventually start to mold. The mold growth will damage the materials over time. The painted tops on Spyder models are not prone to mold, but proper storage is recommended for those vehicles as well. Garage storing a vehicle with a convertible top is ideal. Garaging a vehicle simplifies the cosmetic maintenance required to keep a car looking great. If garage storage isn't

possible, a quality well-fitting car cover is mandatory. Make sure that the convertible top is clean and completely dry before applying a car cover so that dirt and moisture are not trapped on the top.

Dirt and soil are the enemies of automotive surfaces. Environmental contaminants, including road grime, dust, pollen, bird excrement, bug residue, exhaust dust, and tree sap, all can damage a convertible top. The key is to remove soil, dirt, and contaminants regularly before damage occurs. A good plan is to vacuum and clean a fabric convertible top before every wash, or at least once a month. If the car is driven daily, washing and top cleaning should be even more frequent. Use a powerful vacuum with either a claw tool or brush attachment to remove embedded dust, dirt, and



Vacuuming a cloth convertible top.



The product on the microfiber towel is a foaming automotive carpet and upholstery cleaner; note the appropriate volume of product used.



Cleaning and waxing the protective cover on a painted surface which is not accessible when the top is up.



An early 911 Targa with a center removable top panel. Introduced in 1967, following customer complaints that the rear window was difficult to see out of, Porsche first offered an optional fixed glass option – and by 1969 the soft window was gone.

dried bird droppings from a fabric top. (Vinyl and painted tops should not be vacuumed; the best practice for them is explained below.) After vacuuming, the next step is to clean the fabric top. I recommend a foaming fabric upholstery cleaner, sprayed directly onto a folded microfiber towel. Foaming cleaners have a very low moisture content, which helps to avoid the development of mold. After cleaning, ensure the top is 100 percent dry before applying a car cover.

Vinyl tops can be cleaned by spraying a microfiber towel with a properly diluted all-purpose automotive surface cleaner. Painted tops can be washed with the same process used on other exterior painted surfaces. I recommend a rinse-less wash solution and high-quality clean microfiber towels. A rinse-less wash solution cleans the painted areas around a fabric top without saturating the fabric with water. Painted tops can be protected with a paste wax, paint sealant or spray wax. The painted trim around fabric tops needs to be protected too. Avoid polish or paste wax near a fabric top, because they can stain the fabric. I recommend using a water-based spray wax for these areas.

It is important to regularly fold or remove the top on a Porsche Cabriolet, Targa, or Spyder. Like any other mechanical device, the top mechanism, whether manual or power-actuated, needs to run through its paces so that the motors, mechanism, and hinges are lubricated. Folding or removing the top regularly also allows for cleaning and detailing the areas that are concealed when the top is up or the panels are in place. These surfaces include paint, vinyl, fabric, and the sills where the Targa panels rest. Clean and protect these surfaces regularly to preserve a new-car appearance.

As previously mentioned, fabric convertible tops are designed to get wet and have a waterproof layer under the fabric. If the fabric top is vacuumed and cleaned often, adding additional protection to the fabric is not required. Specialty products

are available that claim to be designed specifically to protect fabric convertible tops and help them to shed water. The Porsche-branded fabric top protectant is a safe option. Most fabric protector products are petroleum solvent-based and are sprayed onto the fabric top. If a fabric protectant is applied, the painted areas of the vehicle need to be masked off to protect them from overspray. Vinyl convertible tops can be treated with a high-quality vinyl protectant to prevent UV damage and help repel soil. Vinyl protectants should be sprayed onto an applicator and then applied to the vinyl top. It is important to follow the instructions on each particular product.

A folding or removable top adds a practical and enjoyable feature to Porsche vehicles. Convertible tops require simple routine maintenance that can preserve their functionality and appearance for many years. Proper storage and routine operation of the top should be part of the maintenance plan. Fabric tops need to be vacuumed and cleaned regularly, and vinyl tops should be cleaned and protected often. Wash and wax the painted top, just like the other painted surfaces on a vehicle. A simple and consistent cosmetic maintenance plan will allow owners of these exclusive Porsches to enjoy them for years and preserve their value. **DV**

EDITOR'S NOTE

Brad Will is the owner and operator of Reflections Auto Salon, which provides mobile auto detailing services in Loudoun County, Northern Virginia, and the DC area.



A pair of 997s – a Coupe and a Cab. Photo by Steve Grumbach.

EARLY WATER-COOLED ERA AUDIO UPGRADES

STORY AND PHOTOS BY MARK MILLER

In our first article, we talked about audio upgrades for air-cooled cars. In this second part of a three-part series, we will discuss improvements for the 986, both gens of 987, 996, and both gens of 997. I will break it down into 986/996 and then 987/997, because the mid-engine and rear-engine cars of the same model series were very similar from an audio upgrade perspective. Let's dive in.

The 1st gen Boxster and 1st gen water-cooled 911's used very different audio systems than the preceding generation of

air-cooled cars. The dash moved to a double DIN design, which in simple terms is two radios tall and one radio wide if you are used to looking at a 993 as an example. Some vehicles came with a single DIN radio and the climate controls in the upper opening and some had a double DIN radio up top and the climate controls in the center console. As we discussed in the last article, the original speakers are extremely tired at this point, and often falling apart. So, replacing and potentially upgrading the speakers is a fabulous idea.



Upgraded 3" midrange on custom mount on backside of door panel.



8" woofer on custom mount in lower door.



CarPlay & Android unit in dash of 987.2

Technology in speakers has come a long way in the last 20 years, so you can see dramatically better sound, durability, and output potential by upgrading them. Some vehicles had a 4" midrange and tweeter on top of the dash, and upgraded stereo systems added a 5.25" woofer in the doors. We did a 2002 Boxster S well over a decade ago that came with a CD Player or tape deck (I forget) in the dash, and just the dash speakers. We installed a double DIN navigation system with Bluetooth and iPod control (CarPlay didn't exist yet) and added 6.5" woofers in the doors and upgraded speakers in the dash. An amplifier was also added for better output and clarity and hidden in the frunk. The first time I took the car out to get the GPS dialed in, I fell in love with the flat-six. But when I cranked up the stereo, it was even better. That sound system made you want to drive that car for hours and hours.

Fast forward to today, and we would likely be installing either a Porsche Classic Radio in the dash or a touchscreen unit with CarPlay and Android Auto compatibility. You can also upgrade technology by adding a rear and even a front camera. Any quality shop that knows Porsche and audio well can go over ideas with you. Of course, adding an amplifier or amplified DSP (digital sound processor) along with upgraded speakers is how you can have a sound system that improves on even a Bose or Burmester system in a new car.

Now let's move on to the 987 and 997 vehicles. From an audio perspective, the biggest differences between .1 and .2 cars is the color of the trim around the radio, and the radio itself. The dash opening and speaker sizes are all the same in this generation and are welcome improvements over the previous gen cars. The Porsche Classic radio is available for .1 cars and no firm date as to when it will be available as an option for the .2 cars. We source a factory Porsche radio escutcheon so when an aftermarket radio is installed, it truly looks like a factory option. Many shops (including us) prefer a high-quality aftermarket option, as the unit itself is more responsive because of a faster microprocessor as well as more options to add additional technology.

You have the option of keeping the original speakers or upgrading them. Even the newest of these cars have speakers that are now 12 years old, so sound quality and reliability are



CarPlay & Android Auto unit in dash of 997.1

already getting suspect. All these vehicles can take an 8" woofer in the doors, and when paired with a nice amplifier or amplified DSP, they can give you quality bass down into the lowest octaves of music. Some cars have a midrange in the upper part of the door and some only have a tweeter on the top corners of the dash. I have yet to come across a 911 that didn't have a midrange in the door, as an FYI. These cars also benefit from backup cameras and a front-facing camera.

The 987/997 cars can truly sound incredible when the right equipment is installed. We have done many value-based systems with the 8" and tweeter and a small amp, giving tremendous improvements over the stock setup.

Now let's discuss factory subwoofers and rear speakers. In both generations of vehicles, some came with both and some came with neither. Any high-quality shop can discuss the benefits or drawbacks of keeping either of these items. We currently have on hand a 987.2 and a 718 with upgraded audio systems, and they are available for a live demo with an appointment. I highly suggest asking any shop you are considering if they can give you a live demo. It is the best way to really get an idea as to what the upgrade will sound like to your ears.

Finally, let's briefly chat about blind spot monitoring and parking sensors. We recently did a 2012.5 911 cabrio, and most of the upgrades were technology – including CarPlay, a backup camera, and blind spot monitoring. So just know those technologies can often be added to your older vehicle.

In closing, feel free to reach out to me with any questions you may have at mark@westminsterspeed.com. It was nice meeting several of you in person at the Potomac Volunteer and Sponsor banquet on March 9th and I look forward to meeting more of you throughout the year. DV

EDITOR'S NOTE

Mark Miller is the CEO of Westminster Speed & Sound and Vice President of PCA Chesapeake. This is the second in a planned series of articles about audio and infotainment upgrades for Porsches in different eras and configurations.



A few Porsche factory brochures from the 70's to the 90's. I have a couple of boxes of these.

More Than Fifty Years of Owning Porsches and Collecting Porsche Automobilia

STORY AND PHOTOS BY TYSSEN BECKER

I have been a Porsche owner since 1971 and I first joined PCA in April, 1972. I worked as a Porsche and Audi Sales Specialist in the early 70's while I was attending college at WVU in Morgantown, WV. It was a great experience and as a result, I have managed to save countless brochures and race posters from that era. I have several boxes full of PCA and Porsche memorabilia from the late 1960's until the present.

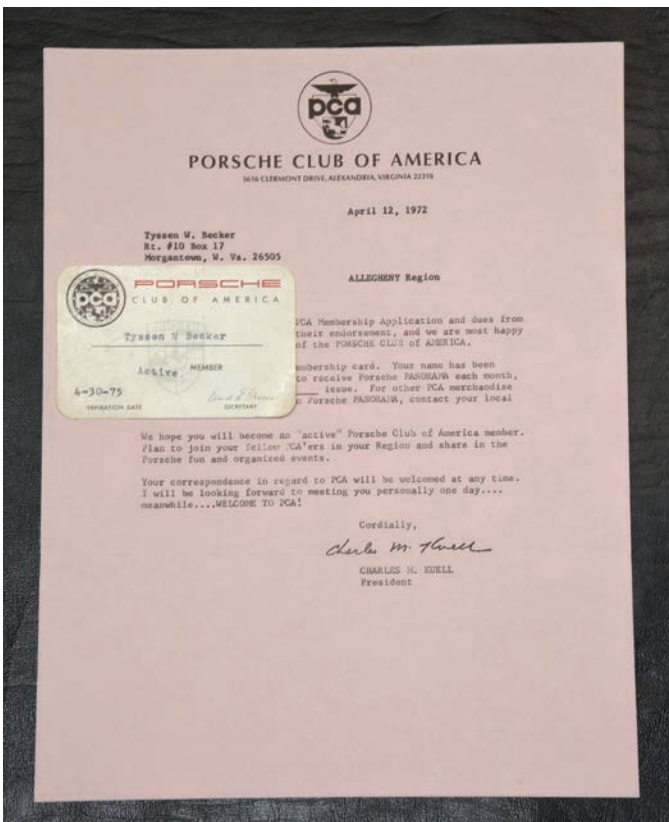
At that time, car salesmen were issued company vehicles as a demonstrator to drive until sold. I was issued 914's, while the owner drove 911's. Once I sold the demo I was driving, I received a new one. As a result, I had the opportunity to drive

countless 914's but unfortunately, never a 914-6. They were discontinued right before I started and replaced with the 914-2.0. I was fortunate to sell several 911's and Audi's as well. It was a great way to spend the college years and work my way through school.

I'm now retired after a career as a CPA. I worked in WV, PA and DC and now live in Aldie. I was a member of the Allegheny Region of the PCA (Pittsburgh area) before moving here and joining the Potomac Region. DV



Some Mid-Ohio race programs and memorabilia from the Can-Am days.



A copy of the letter welcoming me into the Allegheny Region in April 1972 and one of my early membership cards.



A few of my old Porsche manuals and factory information plus the gear shift knob from my 1967 911. It was replaced with a walnut knob, the big thing back then.



1/24 scale models of my first Porsche (1967 911 #306775) and my current Porsche (1988 930S factory Slant-Nose Turbo)

Don't Just Attend Porsche Parade... ...Be a Part of It!



The objective of a PCA Rally is to follow a course from point to point, usually on public roads, to the precise detail specified in the rules - it can be competitive or for fun. Competitive Time Speed Distance (TSD) Rallies dictate a certain time schedule for the checkpoints along the way. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). New to Rallying? Parade is a great time to give it a try!



June 9-15, 2024
Birmingham Convention Center
Birmingham, Alabama
www.porscheparade.org

FEB
2024



New Potomacans

FEBRUARY

THOMAS ALLEN
2019 911 Carrera GTS
from Manassas

MARK ALTHOUSE
2023 Taycan 4 Cross Turismo
from Ashburn

ERIK BENKE
2017 Cayenne S
from Bethesda

PAT BULLOCK
2020 Macan
from Upper Marlboro

BENJAMIN CANTRELL
2006 911 Carrera 4S
from Washington

MICHAEL CHERVENIC
2008 Cayenne Turbo
from Alexandria

MARSHALL CHUNG
2008 911 Carrera S
from Clarksburg

CHRIS DEVERY
2023 718 Cayman GT4
from Aldie

JOSE DUCOS
2006 911 Carrera S
from Mount Airy

CHUKA EZE
2023 911 Carrera
from Manassas

LEROY FYKES
2014 Panamera 4
from Washington

JOEL HORNE
2023 911 Carrera T
from McLean

BHANU ILINDRA
2024 911 Carrera T
from Aldie

EDDIE JACKSON
2021 Taycan 4S
from Chantilly

PAUL JOHNSTON
2020 Macan
from Potomac

ALVIN JONES
2001 Boxster
from Washington

NUHAD KARAKI
2017 911 Carrera
from Great Falls

GREGORY LYON
2024 Macan
from Silver Spring

GARICK MALCOM
2011 Cayenne S
from Falls Church

AARON MCALPIN
2024 718 Boxster GTS 4.0
from Hollywood

HOLDEN METZNER
2019 911 GT3 RS
from Hagerstown

STUART MOULTON
2023 911 Turbo S
from Bethesda

THEOPHANE NGANSO
2014 Cayman S
from Bowie

JOHN NORTON
2006 Boxster S
from Herndon

JOHN QUINN
2015 911 Carrera 4S
from Arlington

KASSIDY SCHMITZ
2017 Macan GTS
from Arlington

JUN SON
2016 911 R
from Bethesda

DAVID STAUB
2013 Boxster
from Adamstown

BRANDON TAYLOR
2006 Cayman S
from McLean

JEFFREY VONASEK
2001 Boxster S
from Annandale

CHRIS WARNER
2018 Macan GTS
from Rockville

TERRY WHITE
2017 718 Cayman
from Fairfax

TIE WU
2018 911 GT3
from Gaithersburg

NAZMUL IDRIS
2001 911 Carrera
from San Antonio

NAREG AGHJAYAN
2020 911 Carrera 4S
from Henderson

DAVID BAER
2022 911 Carrera 4
from Bixby

THOMAS DRIGGERS
2013 911 Carrera S Cabriolet
from Huntington

CHRISTOPHER MCKAY
2005 911 GT3
from Fulton

JOHN OLDANI
2015 911 Turbo S
from Ashburn

JASON NAGLER
2009 911 Carrera S Cabriolet
from Vienna

HAYWOOD DAVIS
2006 911 Carrera
from Fairfax

CHRIS GEERDES
1968 912 Targa
from Chevy Chase

TAMAS BUDAVARI
2004 Cayenne
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PCA Potomac Anniversaries

MARCH

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Eric Sensenbrenner
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Ken & Patty Phan
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Steve & Bernice Parent
Jim Carman & Jennifer Seifert
Christopher Groves
Michael Pesce
Jeffrey Texcell
Antonio Gomez
Bill & Will Grant
Joe Wilkins
Rodger Currie
Clark Bottner

10 YEARS

Paul & Sonoko Duke
Michael & Scott O'Brien
Melvin & Barbara Pearson
Brian & Pamela Murphy
Stephen & Stephen Norcio
George Yager
William Barnes
Scott & Jeffery Hoffman
William & Sarah Gross Gowin

15 YEARS

Daniel Healey
Michael & Kim Youngblood
Kenneth Harwood
Ray Hook

20 YEARS

Edward & Monique Strawderman
Sloan & Carol Palitti

25 YEARS

Stephen & Lynn MacKellar
Alan & Sherry Ansher
Karl & Susan Salnoske

35 YEARS

Eric & Brian Leffler



Call for Porsche Automobilia

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

SEND US YOUR AUTOMOBILIA

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

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DER VORGÄNGER

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

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

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

- Travel 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 Driver Education event or just an entertaining Drive & 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!

ADVERTISERS' INDEX

Auto-Therapy	8
Autobahn	8
Auto Sportsystems Group	3
BlueRidge Motorwerks	36
Craftsman Auto Care	35
Engel & Völkers	4
Grenier Law	36
Intersport	2
OG Racing	5
PCA Porsche Parade	32
Porsche Silver Spring	3
Porsche Tysons	9
Potomac Community Svc	IBC
Radial Tire Company	IFC
Reflections Auto Salon	33
RPM	8
SSI	9
TPC	3
Westminster Speed & Sound	8
William Clothiers	33



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**Saturday
April 27**



**Habitat
for Humanity®
Prince William County**

Look for some exciting community service events coming soon. A new opportunity is the recently formed partnership with Habitat for Humanity, Prince William County, to perform repair and building tasks in Manassas, VA. In particular, we will be rebuilding a fence for a disabled Army veteran, cleaning up common areas and performing other minor home repairs in the community. No skills are needed, only a willingness to help and ability to swing a hammer.



Scan the QR Code to sign up today at msreg.com/pcapotomach4H2024



**Scholarship
Fundraising in
March**

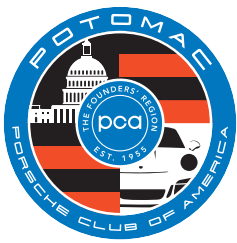


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The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Drivers' Education with free Tech Inspection for members, Concours, Drive n' Dine, Autocross, Rallies and other social events.

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



ALWAYS PREPARED FOR ANYTHING HE MAY ENCOUNTER IN WILD AND WONDERFUL WEST VIRGINIA, GEORGE WHITMORE LOANS A JACK TO A NEEDY STUDENT AT SPRING HPDC AT SUMMIT POINT. IT'S A 1973 911 - GET IT? STORY ON PAGE 14. PHOTO BY MARK MELOTTI.