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THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • 5.20



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POTOMAC, PORSCHE CLUB
OF AMERICA

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Cover Photo by Mia Walsh
1982 3.2 911 Carrera — owned by Bob Hopkins
1994 C2 911 Carrera — owned by Brian Walsh
Both in Guards Red

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Wars—and Cars Interrupted



Glenn Cowan

In 1971 I was in Vietnam serving with the US Army. Among the many odd things about that war was how the everyday things of hometown were transplanted to Southeast Asia in a bizarre attempt to make it all seem normal. I could play handball at Tan Son Nhut Air Base, fly Air America for R&R in Bangkok. Hamburgers, hotdogs and napalm. You could also buy a car for delivery when you got back to "The World".

I purchased a 1972 Fiat 124 Sport Coupe in Saigon for delivery on my return home. My Short Timer's Calendar became a countdown to getting that car just as surely as it was a countdown to home. On my return, it was that car, as much as anything, that became my reentry. I should have kept a picture.

On July 18, 2014 I ordered a 2015 Boxster GTS on a sat-phone from a Quonset hut outside of Kabul, Afghanistan. It was my birthday and it seemed a fitting celebration. I made 18 trips to Afghanistan between 2009 and 2017 and as much as I missed many things while away, I also always felt that I was losing days with my Porsche every day I was gone.

On December 6, 2019 I took delivery of a 2020 911 Carrera S Cabriolet. Five months later I have 1500 miles on my car which sits idle in my driveway in another war. I have tried to go for drives but the roads are forlornly empty: I feel conspicuous and somehow inappropriate.

This is certainly a different kind of war. We fight against an enemy with no face, personality or credo—it's hard to hate an inanimate malevolence. This struggle is truly global and one being waged by whole families and communities. In this war I am worried more about others than myself. We are all potential victims and our defenses are based on separation, vagaries of life experience and the vicissitudes of time, tide and wind.

This too will pass and our society will reintegrate, get on with life—perhaps with a continuing wary eye. I will know that this war is over when I can again revel in the joys of driving my Porsche. Stay safe, stay healthy and look forward to and enjoy your first "peacetime" drive. DV

Editors note: The skidpad photo from the Instructor Training Refresher piece in the April DV was provided by formerinstants.com



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“Live Long and Prosper”

I'M A TREKKIE. There, I said it. I love Kirk, Janeway and Picard. I love when Weird Al Yankovic sings about them in his song “White and Nerdy”. I love that in my job in information technology, the headmistress would give us the afternoon off to see first screenings of our favorite science fiction movies. I love Star Wars, Quantum Leap, Thor, and my favorite movie of all time—wait for it—The Fifth Element with Bruce Willis.

What does this have to do AT ALL with the Porsche Club of America? Well, last month I took a Taycan Turbo out for a test drive from Porsche of Towson and it literally was one of the best driving experiences of my entire life.

Honestly, I would have been happy for a few hours in the parking

lot just playing with the dashboard screens, the Porsche Connect app and the computer functionality of the Taycan system. There is the 16.8” curved display behind the steering wheel which hosts the instrument cluster, the 10.9” center display for the Porsche Communications Management system (and is fully configurable to your personal tastes), and the 8.4” center console hosting navigation, media and telephone. The cockpit felt like a car from the future and I felt like the captain—almost like I was sitting in the Command Chair on the bridge of the USS Enterprise starship ready to shout “Engage!”

I had only driven an electric car once—a Tesla—prior to my Taycan test drive. It was eerily quiet and it took a while to

understand the accelerator. The quiet for the Taycan is addressed by the Electric Sport Sound System, a control button which allows you to add engine and acceleration sounds. It took me right back to the Landspeeders in the first Star Wars Episode IV movie from 1977.

I am 100% certain there are traditionalists who will balk at my enjoyment of the technology and the engineered sound of the engine, but I must add that DRIVING the Taycan was an even more thrilling experience than I could have ever imagined. The acceleration, the stability and the comfort all wowed me. I am certain when my husband and I don't have two college tuitions to pay, a Taycan Turbo will be the next “future” car in our garage. DV



Mia Walsh

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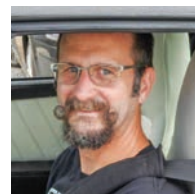
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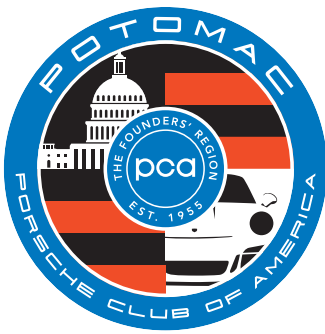
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2020 CALENDAR OF EVENTS

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.

MAY

Based on guidance from the Centers for Disease Control and Executive Orders by the Governors of Maryland, Virginia and the mayor of Washington, D.C., PCA Potomac has canceled all its events for May in this region.

JUNE

All PCA Potomac events scheduled in Maryland and Virginia have been canceled through June 10th.

The following events are scheduled but could be canceled due to COVID-19.

6-7

Drivers' Ed—Shenandoah

12-13

Drive & Dine—Lighthouse

17

Drive & Dine—Virginia Spring Drive

20

Tech for Pitt Race

26-28

Drivers' Ed—Pitt Race

CARS & Coffee

CANCELED UNTIL FURTHER NOTICE

POTOMAC MONTHLY BRUNCHES

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

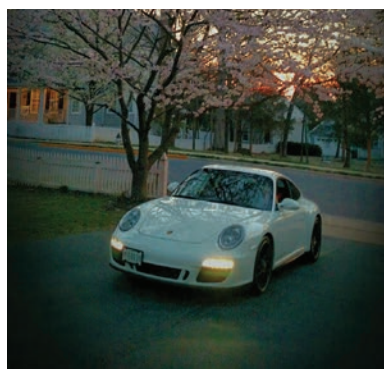
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Membership entitles you to receive **DER VORGÄNGER** but also monthly issues of PCA's magazine, Panorama. Porsche dealers also recognize PCA membership with a 10% parts discount.

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.

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



COVID-19 UPDATE

STORY BY MIA WALSH

Dear Members and Readers:

I'm writing to you on April 19th, the day before DV goes to print as I wanted to provide members an update on our Potomac region and PCA National.

PCA National's media team has been working to increase content and promote PCA's online activities including PCA YouTube playlists, PCA Sim Racing, Tech Tactics Live events and Rennbow and Mart portals for Porsche browsing. National's e-Brake News channel is featuring PCA members helping in our local communities, as well as the Members Making a Difference recurring section on the pca.org website. Just yesterday, they published a new #pcatogether video with Porsche Club of America President Tom Gorsuch and Porsche Cars North America President and CEO Klaus Zellmer. Check it out on pca.org!

We would love to forward Potomac members' stories of "making a difference" to the PCA National publications. If you have something to share, please email me directly at covid19@pcapotomac.org. I will give you a call and we can put up an article or video to share with the PCA nation.

Within our Potomac region, we announced our first cancellation on March 10th, our New Members' Breakfast and Open Board Meeting at Intersport Performance's new facility in Ashburn, VA. That seems like years ago. Since then, I initiated President videos to share news and "good vibes" with our region's members. I encourage you to please continue to share these with me, along with pictures of you and your Porsche. You see many of the submitted pictures here, surrounding my update. THANK YOU!

Governors' Executive Orders from Virginia and Maryland and Mayor's Orders from Washington D.C. are issued frequently. Every morning, I spend the first or two hours of my day reading about COVID-19 in our area and nationally as well, particularly updates in the states where we have contracts and deposits in place for events.

The most challenging part of the decisions we are making is that we are dealing with contractual events in many states other than those in which our Potomac members reside. I have read in full every Executive Order from Governor Cuomo (Watkins Glen event May 15-17), familiarized myself with the trends of the

Pennsylvania's Health Department (Pittsburgh Raceway June 26-28), run financial analysis of events at Summit Point knowing that West Virginia's directives will be less strict than ours in MD/VA/DC. I frequently call our Legal Officer, Gary Sidell, to run clauses by him and ask for his expertise of the legalese language to present to our vendors and Jay Smith, our Track Coordinator, to start the conversations with our venues.

We have to evaluate the financial viability of an event (deposits, overall costs), cancellation clauses in the contracts, but moreover, the ability to keep the health and safety of our participants at the top of our decision matrix.

Working with our Drivers' Education team, we are tackling the challenge of how to run instructed student groups given the social distancing guidelines. With our Club Race team, we now have challenges that other regions' Spring races are rescheduled adjacent to our September 18-20 race and we are planning on a significant drop in racer registration. In Drive and Dine, our monthly breakfasts are canceled until restaurants reopen in Maryland and Virginia and our overnight tours are being evaluated based on financial and health standard protocols.

We have offered our **DER VORGÄNGER** advertisers a net-90 payment schedule, rather than the net-30 terms in hopes it will help offload some of their immediate financial stress. As always, and more now than ever, we ask you to continue to support our club sponsors which are listed on our website.

On happier notes, I do enjoy our active social media content on Facebook and Instagram. I enjoy seeing my PCA Potomac friends on occasional Zoom happy hours. We also continue planning for our Treffen event at the Greenbrier Resort in West Virginia in September.

Like you, I am looking forward to when the world opens up and that we are able to get back to whatever the "new normal" will be soon. Quoting PCA Member, Daniel Salisbury from his birthday post on Facebook, "This is an Enduro [race] and not a Sprint." It will take time, but we will be together soon.

As always, you may reach out to me directly with any questions or comments at covid19@pcapotomac.org

Mia Walsh, President



PCA Potomac WebStore

STORY BY RON FLAX

The brand new PCA Potomac Goodie Store is finally open for business! For those of us working behind the scenes to make this happen, it's been a long time coming. For many club members the fact that there is a goodie store at all is probably news. While there was an existing webstore that has been around for quite some time, the available item choices have rarely, if ever, been updated. Considering the fact that the old store was woefully out of date and that we've recently replaced our brand logo, we were due for a change or upgrade to our webstore. We needed to have items available for sale that would enable our members to proudly display our new logo!

Fortunately for us, PCA National was already in the process of rebuilding the infrastructure used by each region to offer a webstore to its members. This was the perfect opportunity for us to engage with PCA National and develop our new webstore. Volunteers from our region worked with the contractor at national to identify the best option for producing our new logo for display on a wide range of merchandise. Our logo contest winner, John Mills, offered to help us identify the best materials, production processes and logo sizes to use for each item we wanted to offer. Ron Flax, our webmaster, worked with the contractor and our executive committee to identify potential merchandise choices to make available at launch. Initially the webstore offers about 20 different items in varying sizes and colors. The current offerings include men's and women's short and long sleeve crew neck shirts, polo style shirts, button down shirts, multiple jackets—athletic style, fleece style, several bags including duffle and backpack styles, and of course baseball caps! Eventually we'll add more items and we're open for suggestions. **DV**

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CROSSWORD 5.20

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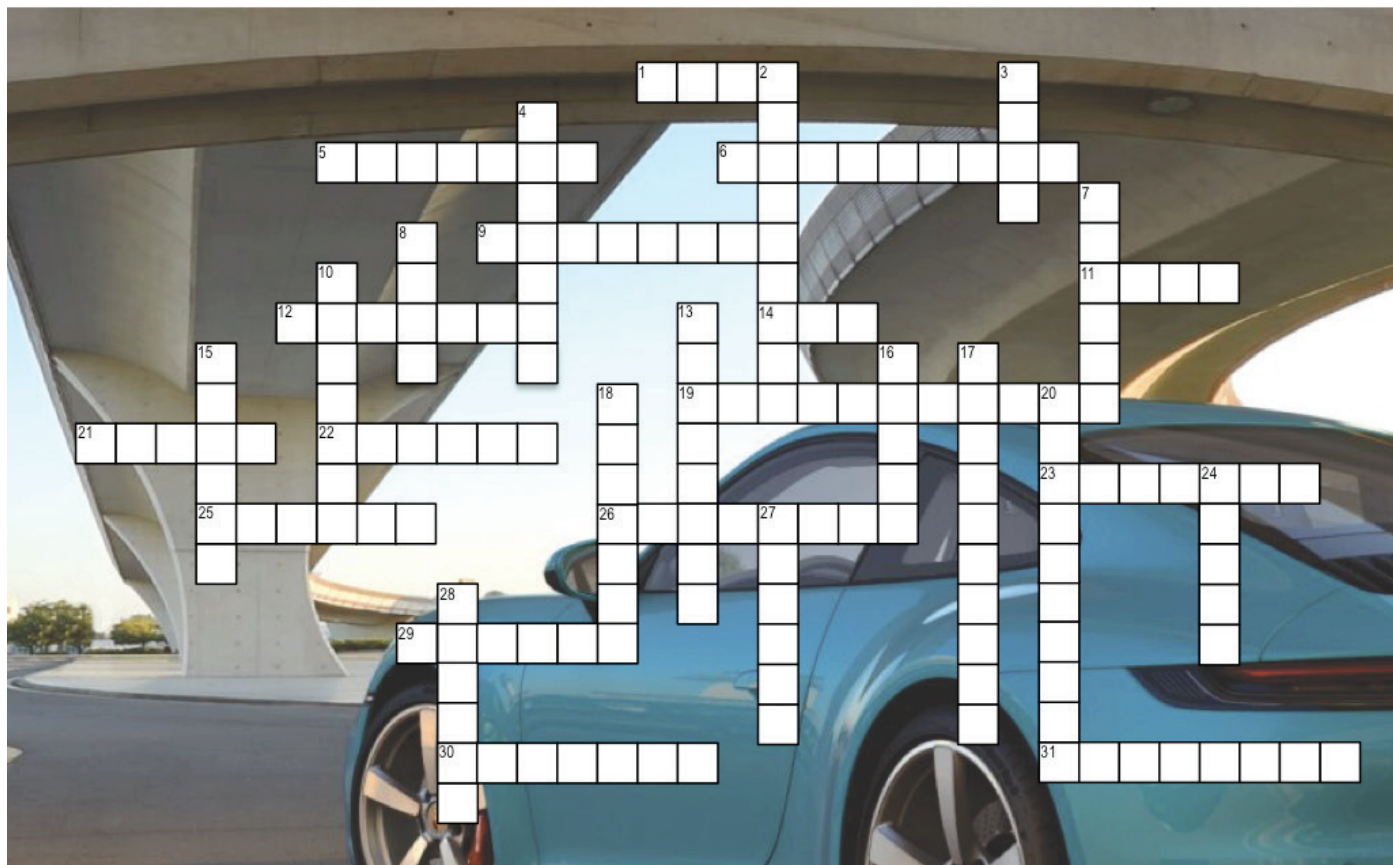
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ACROSS

1. 993 Turbo Advert – Kills these Fast (4)
5. Large PCA Region, second only to Canada in Memberships (7)
6. Porsche, Magellan, Marcos (9)
9. Comedian and serious Porsche Collector (8)
11. Harley motorcycle with Porsche designed engine (1,3)
12. Drive & Dine Rule #9 (4,3)
14. Porsche's Turbo engine label for McLaren (3)
19. Just 5:19.546 (mm:ss) in a 919 Hybrid will get you round (11)
21. This national police force had 356B Cabriolets to patrol highways (5)
22. Fifth digit identifier in USA/CAN 17 digit VIN number (6)
23. First produced in Stuttgart in 1996 (7)
25. Porsche factory driver and Le Mans winner, first name (6)
26. Potomac Concours gathering (8)
29. The "Croc" (6)
30. Porsche designed, on display in the Airbus A300 (7)
31. A jewel in the Porsche color crown (8)

DOWN

2. Max Hoffman's contribution to the 356 line up (9)
3. No penalty if stood up, inside, touching or crossing the box (4)
4. Spiced up to win the TransSyberia Rallye in 2007 (7)
7. A Yellow, obstruction on track (6)
8. Summit, point, target (4)
10. Spanish race variant, Sally from Disney/ Pixar's "Cars," last name (7)
13. Dr. Ing. h. c. F. Porsche's father, hammered away at this (8)
15. Seat manufacturer, originally built 78,000 Porsche bodies, '50 – '63 (6)
16. Braking technique, left behind (5)
17. DE Rule for convertibles (10)
18. Get together in Austrian town (7)
20. The first PCA Potomac Rallye event on Feb. 17th 1957 (2,8)
24. A Sicilian Shield (5)
27. Semper Vivus was the world's first, designed by Porsche in 1900 (6)
28. 100% Brake, 100% Accelerator, 0% Brake, Enjoy (6)



CROSSWORD ANSWERS

ACROSS 1. Bugs, 5. Potomac, 6. Ferdinand, 9. Seinfeld, 11. Vrod, 12. HaveFun, 14. TAG, 19. Nürburgring, 21. Dutch, 22. Engine, 23. Boxster, 25. Romain, 26. Faithful, 29. Cayman, 30. Cockpit, 31. Sapphire
DOWN 2. Speedster, 3. Cone, 4. Cayenne, 7. Waving, 8. Apex, 10. Carrera, 13. Tinsmith, 15. Recaro, 16. Trail, 17. Broomstick, 18. Treffen, 20. Noboulders, 24. Targa, 27. Hybrid, 28. Launch



YES THERE IS LIFE AFTER LEAVING GUESS WHO THIS IS?

STORY BY DENNIS HOWARD

We continued my quest to maximize the amount of driving the different tracks used by the Porsche Club of America throughout the country. The count is holding at 27. Terrie and I ran into this old-timer while participating in the COTA (Circuit of the Americas) Club Race Weekend in Austin, Texas this past February.

Yep, our own Potomac ex-President, Delphin “Tuffy” von Briesen Jr. He must have included on his resume that he was an honorary member of the Famous “B LIST Grid Team” to have the position of the race “splitter” for the weekend. Tuffy was the top dog. He is not only the President of Hill Country Region since 2018, he was also the Race Co-Chair of the whole Club Race weekend for the third time! He hasn’t changed his megalomaniac ways at all! He made it a very fun weekend, introducing us to everyone and making sure that we had a great weekend.

COTA is everything that you would expect and hope for. A freshly paved 3.426mile CIRCUIT, 20 turns with a couple of long fast sweeping turns, a grade 1 F1 quality race facility. It was a great experience, good food, great weather and Texas hospitality. Add this track to your bucket list.

PS. Guys if you have your wife/girlfriend ride down with you, don’t mention that you ride through Waco. You will lose time waiting for her while she has the Magnolia Market Silo experience! **DV**



WHEN HOBBIES TURN TO BUCKET LISTS

STORY BY DENNIS HOWARD

The first question I am generally asked when someone finds out that my hobby is racing, is how many tracks have you driven or which track is your favorite? A couple of years after I joined the Porsche Club of America in 1986, I experienced and enjoyed autocrossing. That led to being introduced to Drivers' Ed, which I started doing in 1994. Which then led to participating in Club Racing in 1998.

This started family weekend trips and vacations that centered around race tracks. My wife and daughter can tell you the best places near each track to shop and sightsee. My boys can tell you which track has the best go-cart track nearby.

Long time Potomac Region member George Whitmore had impressed me years ago with the number of tracks he has experienced. George claims that it's currently 32 different tracks. So, since starting this hobby in 1994, I have driven at 27 different tracks listed here:

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Pocono Raceway (3 configurations), Pennsylvania* **
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Road Atlanta, Georgia*
Roebing Road, Georgia*
Sebring International Raceway, Florida *
Second Creek Raceway, Colorado**
Shenandoah Circuit, Summit Point Motorsports Park, West Virginia*
Texas Motor Speedway, Texas*
Virginia International Raceway (4 configurations), Virginia* **
Watkins Glen, International Raceway, New York*
Mosport, Canada*
Mont Tremblant, Canada*

*Tracks That I Have Participated in Drivers' Ed

**Tracks That I have Club Raced at with Porsche Club

So, I have a few more to go, to beat George. But to answer the second question commonly asked, what is my favorite track to drive? It is hard to answer; each track has its own personality. I would have to say Bridgehampton; first because of the fond memories there and sad that it's not around anymore. To pick a track that I can return to, that would be Road America.

The latest trip was to be NOLA in New Orleans but it got postponed because of the Covid 19. When the world gets back to normal, I hope to drive Indianapolis in August and add a few new ones later in the year.

To be continued... DV





2020 WERKS REUNION AMELIA ISLAND

A Grand Adventure!

STORY BY TOM NEEL

I'd never been to a PCA Werks Reunion before though there have now been a total of ten including this the fourth one to be done in conjunction with the Amelia Island Concourse d' Elegance. As some of you know, for the last year and a half I have also been a contributing writer for PCA.org and PCA Digital Media Coordinator, Damon Lowney and I decided to make an adventure of it as he drove south from Baltimore. The plan was pretty simple. Damon, who recently purchased a 2007 Cayman, wanted to enjoy the great driving between Maryland and my home near Lake Norman in North Carolina. Run your finger generally along the Blue Ridge Parkway and you get the idea. A young man with a Porsche and some of the best roads in the country, including a detour to Tazwell, Virginia (Rt.16) and the Back of the Dragon, provides adventure in itself. Escapades we can only hope to be chronicled soon in a story of his own.

But Damon arrived smiling for a few days of R&R at Chateau Neel, where we toured local Nascar racing facilities, enjoyed good food, and visited the local indoor Kart track which seemed a highlight of his stay! For those of you who hopefully enjoy your weekly edition of PCA E-Brake News, it's Damon's baby, and he planted himself in his guest room like a college student studying for exams to finish it, as he does every Tuesday. With E-Brake completed we were up and out the door on Wednesday to make the final five and half hour drive down to Amelia Island, Florida. This would be all highway slabbing it around Charlotte's beltway, down I-77 and Rt. 26, then hanging a right on 95 for the final three hour run. With a bit of rush hour sloth-ing it, we were good to go.

I drove first and cracked off my three hour stint in good time getting us onto I95 without a care, though some developing rain hinted of things to come. Damon's turn was way more eventful. As soon as he got behind the wheel, the heavens opened with a mother-load of rain. We found ourselves in one of the hardest driving rain storms I've ever experienced. The sound of the rain against the little Cayman's windshield was deafening, as the wipers rapidly worked to and fro in their effort to remove the deluge. Thankfully, airing on the side of caution, Damon backed it down and the endless torrent thus added at least another hour to our trip.



The little silver ark with just two animals inside, endured and we floated into Amelia with the sun making an effort to shine.

Thursday is set up day and friends, I must share this. PCA's motto—"Fueled By Volunteers" was in full force. It is truthfully a Herculean effort to set up a Werks Reunion. This year's event, sponsored by Pirelli, took place at its new location at the Amelia Island Golf Club. Rain was forecast from the moment we arrived at zero dark hundred, but it kindly delayed itself hour by hour until the bucket of wet stuff to be dumped on us was properly full. At 2:45 that bucket tipped and down it all came with some lightning to boot! But after an hour or so, the sun broke through and we were only left soggy. The troops marched on and what couldn't be accomplished was tended to on the morning of the event. Enough cannot be said for the volunteers and the country club's very accommodating staff. They were all great!

With over 600 Porsches attending, this would be the highest registration Werks ever. So it was going to be bustling and the set up included many other displays, some 30 vendor tents, plus Porsche North America's display which included five 2020 models (Taycan, GT4, Spyder, Cayenne Coupe and Panamera), and three specially LeMans livered Taycans including the Pink Pig design. Spread over four fairways for judged cars, the Porsche Corral, and general parking, (as this event is open to a non-member public), the work was cut out for the PCA team, but it looked great.

The weather for the day of the event was perfect. Sunny and mid 60s and smiles and Porsches were everywhere. This included likely the largest gathering of 914s ever and many excellent examples. In fact, Porsche Panorama Editor In Chief, Rob Sass, was joined by PCA Committee Member, Nathan Merz of Columbia Valley Luxury Cars, and Hagerty Insurance, Director of Automotive Lifestyles, Brad Phillips in a in-depth discussion on Chuck Stoddard's beautiful 914/6. Featured in the April 1974 issue of Panorama, all felt it to be the ultimate example of a road going 914.

The main stage was alive with the musical duo—Gilly & The Girl. PCA Director Vu Nguyen, kept the event filled with notable and fun introductions. Klaus Zellmer, President of Porsche Cars North America, was very informative and addressed everyone about the growing concerns about the Coronavirus. He offered sensible words about keeping things in perspective, using elbow bumps instead of handshakes, but saying, "Let's have a good time here. Let's have a lot of fun!"

Six time Le Mans winner and Porsche driving legend, Jacky Ickx, graced the stage and afterward we had a minute to catch up from the last time I spoke with him, just a few months short of 20 years ago! That was at Mugello Autodromo for the 2000 celebration of Michael Schumacher winning Ferrari's first F1 Championship in 21 years! He affectionately remembered the event and him driving a 312PB that he won his first endurance championship with. He laughed at us talking about it at such a large Porsche event. But all in car loving fun!

Other speakers included long time Porsche collector and racer, John Oates of the rock duo Hall & Oates, there with his wife



Author with Jacky Ickx

Aimee, Porsche designer Grant Larson, responsible for the likes of the new 935, Dr. Daniel Ambruster, and Alwin Springer with Porsche Motorsports, Richard Griot of Griot's Garage and others.

The new location at Amelia Island Golf Club allows for growth and based on the many favorable comments, I think growth is to be expected. Many felt this year's event surpassed the west coast events. The obvious blessing with this year's Werks Reunion was it seemed no sooner than the whole Amelia Island weekend was over, the world started socially distancing itself in an effort to slow the coronavirus. As I'm writing this article weeks before it is to be published, no one knows exactly what the future will bring or what future PCA events, both regionally and nationally, will be cancelled. What I do know, if you missed this event try your best to make it next year. For Potomac members, with our a straight shot right down I-95, it is a must!

Please also see my article "2020 Werks Reunion rocks Amelia Island," at PCA.org for more and the complete list of show winners and photographs! DV

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FLOOR IT, LADIES!

STORY BY COLLEEN REICHE

“What a great life lesson for a woman who follow the rules!”



Teresa Franks (right) and her instructor Colleen Reiche (left) between sessions at the Spring 2020 HPDC.



Ashli Douglas and her instructor Bob Mulligan at the Spring 2020 HPDC.

The High Performance Drivers Education (HPDE) program is excited to introduce a new women's driving event which will take place in the Spring of 2021 at the Jefferson Circuit of Summit Point Motorsports Park. This event will follow a similar curriculum to the High Performance Driving Clinics (HPDC), currently held annually in both the spring and fall, but aimed at having female students and primarily women instructors. The ladies will experience a combination of classroom instruction, vehicle dynamics exercises, and an opportunity to don a helmet and try out "racing" on the track. We are also exploring incorporating demonstrations on basic car maintenance. These would introduce the women to how they can monitor and check car components that are critical both on the street and the track, like tire pressure and wear, brake pads and rotors, and motor oil. After the track goes "cold" at the end of the event, we'll top off the fun with a social event nearby (did you say wine tasting?).

It's important to note that like all of our HPDE events, this Ladies Day is not a Porsche-only event. It is open to all women (including non-PCA members) and all makes of cars (with the exception of SUVs due to track safety rules).

The idea for this event came about when several advanced drivers in the HPDE program were discussing ways to encourage greater female participation in the HPDC and track events and ease some of the intimidation of "real track driving". Many of the HPDE drivers are energetic car enthusiasts, eager to share their passion for cars and track driving with friends and family.

This was the case for Ashli Douglas, a student at the Spring HPDC in March 2020. "My husband is a big car guy, so I thought I'd give the HPDC a try and see if I had any interest in track driving". Despite having been a bit nervous going into it, she felt incredibly supported as soon as she arrived. She enjoyed having her husband and son "pit crew" by her side and felt all the event organizers and volunteers were incredibly friendly and welcoming. During the event, she could feel herself becoming a better driver and found the instruction and exercises incredibly helpful. "I'm so glad I did it, it was a fun experience! The event was much safer than I expected, and I would encourage anybody to do it. When else do you get a chance to drive like a race car driver!?"

Teresa Franks, another HPDC student at the spring event, was drawn to the event to learn more about driving her beautiful light blue 911 Turbo. She faced similar apprehension going into the HPDC, noting "I'm a rule follower, especially when it comes to driving." She wondered if she could push herself outside the normal bounds of driving, but was determined to try. "When I arrived, it seemed to be a sea of testosterone. I breathed a sigh of relief when I saw that my instructor was a woman". Like Ashli, she found all event volunteers to be helpful and felt that her instructor "really instilled confidence while also teaching [her] important concepts, vocabulary, and skills." Teresa enjoyed the opportunity to "floor it" on the track and found that she is capable of safely recovering the car from a skid or partial loss of control. "What a great life lesson for a woman who follows the rules!"

When asked about the upcoming women's event, both women indicated that they'd highly recommend it to other women. Many of the women Ashli knows "likely wouldn't go race with men, but might give it a try if they are only on track racing with other women". Teresa has been talking up the event in her neighborhood and is planning on bringing her entire book club!

The women's event is inspired by the success of similar events held in other PCA regions. The Rocky Mountain Region (RMR) runs an annual Ladies' Day, now held at the Colorado State Patrol Track in Golden, CO. The event began over 20 years ago to introduce RMR women to high performance driving and allows the women to have the track to themselves. The event has been incredibly popular and successful, and they've had quite a few dedicated women who attend the event every single year. For the last few years, the Pacific Northwest region has also run an increasingly popular female only HPDE event held at Pacific Raceways in Kent, WA. According to region President Kevin Nouwens, "the women's DE seems to bring out a whole different population of female drivers and the event takes on a different energy, slightly more relaxed and light, while still taking the driving and safety seriously. This makes for a very fun event for everyone." Last year the Los Angeles region hosted their first women's track day in celebration of International Women's Day, and it was such a huge success that they are planning to host another one this year.

We look forward to seeing you ladies "floor it" at the track once our season starts!

Potomac's planning is just getting underway, so please contact Colleen Reiche at colleen.reiche@pcapomotac.org to learn how you can help out. DV



Teresa Franks (driving) and her instructor Colleen Reiche on track at the Spring 2020 HPDC.



Flight of the Falcon

STORY BY SYD BUTLER

Memphis, Tennessee, 2 AM on July 14, 1974

I gripped the right handrail of the flimsy door ramp and pulled myself up into the tiny cabin of the Federal Express Falcon 20. My ‘jump seat’ was a slightly padded platform slotted between and aft of the pilots’ seats and just in front of the cardboard cartons crammed into the entire rear section of the aircraft. When we took off, it seemed we were leaving an isolated alien planet with blinking red dots lining the darkness below.

A bit over two hours later, we floated above a serene Manhattan skyline at dawn. It was as if we were tied to the Empire State building by an invisible cable while we gradually banked left to land at JFK airport. Minutes later we disembarked and I was standing just outside the air cargo loading docks.

The front belly doors of the Air France 747 opened and I could see the rear grill of an orange forklift maneuvering to unload something inside. I wasn’t breathing when a wooden pallet, with my new white and gold Porsche Carrera RS 3.0 atop, slowly appeared in the morning sunlight.

I trust that DV readers will forgive the reverie prologue that opens this article some 46 years later. But don’t all old

stories deserve reveries, especially ones grounded in accurately recalled facts and memories?

Now let’s return to the purely statistical world. In July of 1974, President Richard Nixon was a month away from resigning under impeachment, the average U.S. family income was \$13,000/year, and gasoline cost 42 cents/gallon. Federal Express had begun operations only a year earlier, and was using a small fleet of diminutive Falcon 20s (see the photo comparing one to a Boeing 727) to deliver packages to a few U.S. cities. *

A 27-year-old Vietnam veteran named Glenn Cowan was attending graduate school in Pittsburgh, and I was a 31-year-old lawyer living in a city still reeling from the assassination of Martin Luther King, Jr. And my dream car—the top of the line Porsche Carrera RS 3.0—cost \$22,500, about the same as a 2020 Subaru station wagon.

Earlier that year I had chatted with Peter Gregg at a PCA War Bonnet Region event in Tulsa, Oklahoma. He had already achieved fame as a 911 racer in the Trans-Am series, and I trusted his advice to call Norbert Singer at Sonauto in Paris to check out an “interesting car.” I called Singer a few days later (a “long

distance, operator assisted call”), discussed his Carrera RS 3.0 specifications and history, and arranged payment and delivery details. My Carrera adventure had begun.

And on that sunlit morning at JFK, I would clear that Carrera through customs, bring it to Memphis and drive it daily on my 40-mile commute to work. I would race it at SCCA events, lose its tail to violent oversteer, sweat without air conditioning in its full racing seats and four point harnesses, and be stopped by friendly policemen who would ask “How fast does that thing go?” (And it would go fast by 1974 standards, with 230 hp propelling it to 60 in 5.5 seconds, and on to a top speed of 160). Fun yes, luxury no.

Without the perspective of history, I tired of the car and traded it to Chuck Stoddard for a new 1976 930 Turbo, black with black/green plaid seat inserts. Years would pass, I would move to Washington, enjoy other Porsches, even attend a ceremony at the Air and Space Museum where Federal Express founder Fred Smith donated an original Falcon (christened “Wendy” after a daughter) to the Air and Space Museum. Federal Express would become Fed Ex and replace those little Falcons with 800 much larger aircraft and over 33,000 delivery vehicles worldwide.



This Carrera was the last of the only 55 examples built to homologate the RSR 3.0s that would compete in 1974. It followed the 1973 RS 2.7, of which some 1580 examples were built.



Photo from FedEx document

In 2017, my Carrera would—three owners later—sell at the Amelia Island Auction for \$1,375,000. And on April 1st, 2020, I would receive a commemorative Citation recognizing my 50 years of membership in PCA. Time had flown, bringing planes and cars and people and memories along with it.

And after all these years, do I feel old or sad as I remember that Falcon's dreamy turn in the morning sun over Manhattan?

Looking out from the front window of my home on this bright April afternoon, I say no, I don't feel old or sad.

I feel young and lucky. DV

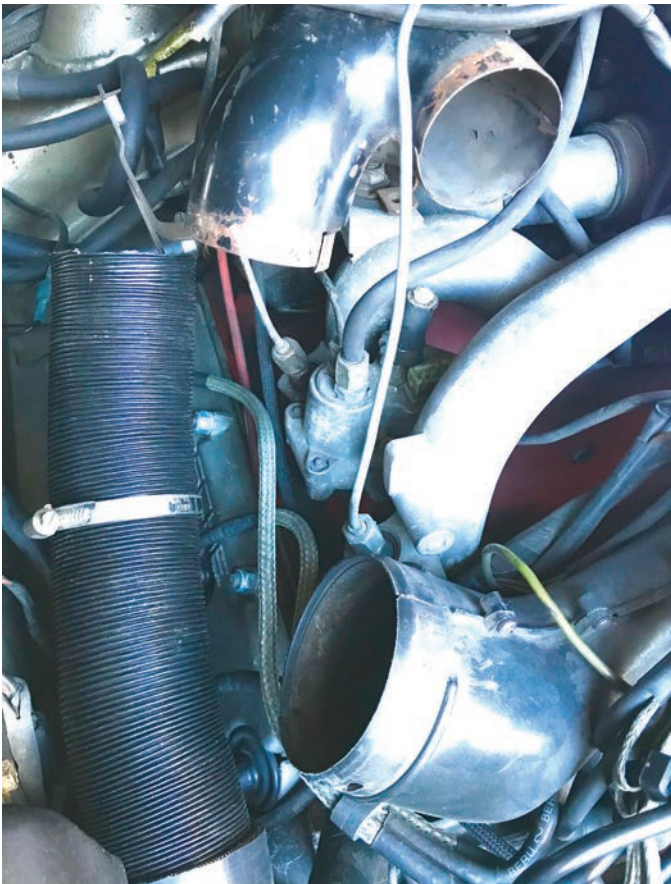


The French-built Dassault Falcon 20 was described by one admiring Federal Express pilot as “a wonderful airplane, just like a little sports car, so responsive and a lot of fun to fly—but also one of the most solid airplanes I’ve ever flown.” Sound familiar?

Back in 73, my childhood friend Fred Smith arranged for me to sit in the jump seat of a Falcon from Memphis to LaGuardia to pick up the Carrera RS, which would arrive in the belly of a 747 from Paris.

Classic Porsche Engine Performance *Warm Up Regulator*

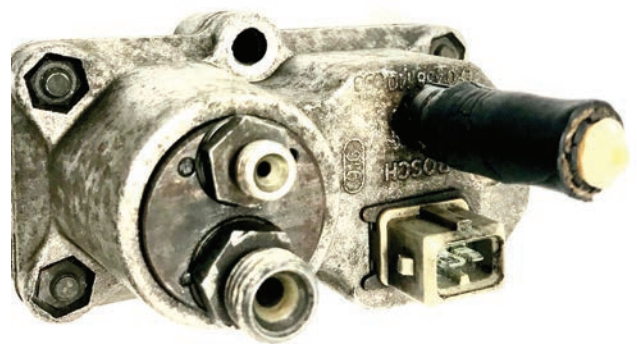
STORY BY KEVIN NAUGHTON



WUR location

Warm up regulator—who needs a warm up regulator? Well the answer is, you, if you own an air cooled classic Porsche 911 or 930 or a 928!

My 1982 911sc Targa 3.0l has a warm up regulator (WUR) as part of her k lambda jetronic or cis fuel injection system. My WUR, a Bosch original equipment manufacturer (oem) part, was made in France and installed in my 911sc in March 1982 in Stuttgart. My WUR has lasted 35 years and 288,000 miles—quite the sturdy Bosch part.



38 year old Bosch Warm Up Regulator (WUR)



Rebuilt WUR

THE PROBLEM

So the old 911SC started having restart hiccups. Cold starts were A OK. It was when I went restart her, after a short or long drive, that I had trouble. Seemed to me—the novice (Editor's note: some novice!)—she was having a fuel issue.

THE DIAGNOSIS

So one of my best PCA Potomac friends, who also happens to be a retired Porsche Racing team manager and Porsche engine whisperer helped me diagnose the 911 restart issue. We started with the Control Unit (located under the front right

seat) which controls the fuel injection system on the '80–'83 USA 911SC's. The Control Unit controls the frequency valve on the back of the fuel distributor which varies fuel pressure based on the oxygen sensor input and throttle position to ensure efficient fuel air mixture and emissions. The system does not start working until the engine is warmed up. Our Control Unit electrical tests were A OK. So we moved to the engine bay to pressure test the WUR's fuel pressure. This requires a pressure gauge and metric wrenches. The pressure test revealed that the WUR was way below correct settings and kaput! Most likely a hole or holes in the internal parts resulted in pressure leaks.

THE REMOVAL

Apart from being cautious when working with gasoline, in a possibly hot environment, removing the WUR from my 911 was not difficult with the correct tools. The two warm engine warm air tubes need to be detached and the air box cover had to be removed. The next step required unplugging the WUR from the fuse panel on the left side of the engine bay, removing the reducer valve, two fuel fittings, and finally the two bolts that secure the WUR unit to the top left side of the engine block. The base where the WUR sits is a small flat area on the engine block. 3M penetrating oil was our friend on the tight bolts. Diagnosis and WUR removal took about 1½ hours. We only lost one washer somewhere—tip: use a magnetic wand for lost parts.

THE VENDOR SEARCH

After we diagnosed the WUR was kaput, I contacted several vendors. I contacted Bosch Classic in Europe and they politely advised that they no longer build WURs or offer replacement parts. I contacted Pelican Parts in California, but they advised that they no longer stock any rebuilt WURs and referred me to another vendor in California. On a great PCA Potomac member tip, I called Vertex Automotive in Miami Florida. I spoke with their service department's senior technician about the WUR. He offered to inspect my WUR to see if a replacement or rebuild would work (in other words if the WUR was ruined—no rebuild—so a replacement if you can find one—\$\$\$\$).

THE REBUILD

I shipped the WUR, via UPS (fully insured \$1000), down to Vertex for the inspection. Sid advised although my WUR was dirty, it was in good shape and a \$450 rebuild would solve my performance problems. His expertise also revealed to him that my WUR appeared to have been adjusted once previously over its 35 years. To make matters more complex I was the lucky owner of an OEM Bosch 1982 WUR stamped FRANCE, which surprised Sid and of course my specific model number was not available in Vertex's Classic Porsche parts inventory (the French connection).

Thus the WUR was disassembled, thoroughly cleaned, the case was bead blasted, all the internal parts (3 O-rings, 4 brass washers, and 1 thin plate) and case gasket, 8 various washers, nuts, and bolts were replaced. The whole rebuild process took about 2½ weeks. Upon delivery the old beat

up WUR looked brand new. Reinstallation took slightly less time—about an hour.

During my research I found out there are a few vendor options available for WUR rebuilds. All vendors require a deposit (between \$400–\$500) plus rebuild and shipping fees. The deposit is returned after a rebuild or replacement, but be prepared to charge \$1000 on your credit card. I scoured the Porsche list and found one dirty used WUR for sale available for \$499 (caveat emptor!)

THE RESULT

The 911 is back up and running smoothly back to her 2–4 times a week road exercise.

TECHNICAL BACKGROUND

The WUR, also called the control pressure regulator, lowers the control pressure of the K-Jetronic or CIS fuel injection when the engine is cold. This further deflects the control plunger in the fuel distributor and correspondingly supplies additional fuel.

The WUR is installed on the engine to absorb its heat. It is also electrically heated to track with the engine characteristic.

Optional additional functions allow a richer mixture for acceleration or full-load in order to keep engines from becoming damaged that operate with a lean mixture under a partial load. Altitude correction is also possible which reduces the injected amount of fuel at higher elevations due to the reduced amount of intake air which prevents an excessively rich mixture. This version of CIS is basically mechanical with a few electronic supplemental systems which improve drivability and meet emissions requirements. Porsche updated the CIS in 1984.

Bosch Classic list the following WURs on their website (<http://www.bosch-classic.com/>); 8 separate models for 911s, 15 separate models for 930s, and 6 for 928s.

Customer benefit: reliable start with cold and hot engine.

POSTSCRIPT

My 1982 911sc Targa just rolled over 288,000 miles this month. Owning her has been great fun and yes frustrating—at times—but what do you expect from a 35-year old vehicle. Thankfully she was assembled in Stuttgart and with routine maintenance to sort niggling performance issues every now and then—she pulls strong, straight, and handles superbly. Over the years, I have learned quite a lot from PCA Potomac friends, sadly some no longer with us, about the Porsche maintenance and performance. This, to me, is the best part of PCA. It's not the Porsches, it is the PCA's tips on Porsche Classic maintenance! **DV**



HAPPY, MAP & APP CHAP

STORY BY ALAN FRENCH

I credit my paternal Grandfather for inspiring and encouraging my love of travel, exploration and maps. Good old fashioned, paper maps! As a Naval Officer he literally sailed the seven seas at a time when the British Navy was still the dominant force that underpinned Pax Britannica, an imperial century of British Peace that was broken by WWI. Afternoon tea at my grandparents was the highlight of my week. It was an opportunity to feed my curiosity about the world, examine the artifacts assembled by my grandfather and marvel at photographs of him on ships in the South Pacific, camels in the Sahara Desert, elephants in India and Arabian horses in Japan (another story!)

Tea was always followed by a game that involved spinning the large globe, stopping it dead with a finger, the resting point at which he would tell of some magical story. Pointing at maps became a hobby. Some might say an obsession.

So fast-forward 50 years and we find this curious boy in a middle-aged body, trying to help Potomac members have fun on Tours and Drive & Dines. The fun is based on roads less traveled, with smooth grippy surfaces, cool destinations and culinary interest with folks who share great Porsche stories and journeys.

This month, with no events to attend, I decided to explore the map, facts and figures of our Potomac Region and PCA Zone 2. I wanted to know where our members are within the region. The maps are available on pca.org

The Potomac Region straddles the river obviously, covering seven counties of Maryland, 10 of Virginia, three of West Virginia and the District of Columbia.

Ed Hahn, our Membership Secretary, provided me with the numbers by state in the region.

Of the near 4,000 members: 58% are in Virginia, 30% Maryland. 6% in DC, and 1% West Virginia. The remaining 5% is folks with multi-region memberships that wish to remain connected to the Potomac community.

Our Potomac region is ~100 miles wide by 120 miles deep. On a clear day, driving at the speed limit from Winchester, VA will get you to Bowie, MD in less than

two hours. Emmitsburg, MD in the North to Wildcat Corner, VA, in the South is a similar two hours.

The region covers some 7,196 square miles: 3,255 sq.mi of VA, 3,120 sq.mi of MD, 760 sq.mi of WV, and 61 sq.mi of DC.

The opportunity to find new drives within our region still exists, but we also like to include PCA Zone 2; the combination of 10 regions within the great states of Pennsylvania, Delaware, Maryland, both Virginias and DC.

Zone 2 runs from the Allegheny National Forest, PA just 30 miles from the shores of Lake Erie, to the Upper Delaware Scenic & Recreational River, 60 miles NW of New York City, down to the Back Bay National Wildlife Refuge south of Virginia Beach, back across to the Back-of-the-Dragon near Tazewell, VA. That's around 110,000 square miles, or 15% larger than the UK. Gosh this is a big country!

The weekend playground for our Porsches is thereby extensive. We have miles of ocean, rivers, mountains and forests to explore. We have some sophisticated dining and we have some great roadside chow. We have four great seasons, although not everyone is as enthusiastic as I about the depth of snow or the height of summer.

From a driving perspective, we don't have to limit ourselves to Zone 2, but it does make collaborative events and exchange of information easier. I get emails from West Coast members inquiring about great roads to include on their East Coast pilgrimages, and also from UK members visiting from the Old Country.

TOUR PLANNING & NAVIGATION

So you have a destination for your road trip. How do you like to navigate there? Do you throw your gear in the car, head out in the general direction of your destination, following road signs, mentally ticking off important POI's (point of interest) along the route, arriving in "the fullness of time?" Or do you set a destination in the App of your choice, planning to arrive at a predicted time by fastest route or shortest distance? Perhaps you go "Old School" and unfold

**"WELL, WE'RE NOT
IN THE MIDDLE OF
NOWHERE, BUT
WE CAN SEE IT
FROM HERE."**

- THELMA & LOUISE



the treasure map on the hood of the car and choose routes by city, POI and road number.

Years ago, in the land of warmer beer and the Beatles, we would navigate by pub and club. To get to college in the morning I would head toward the Black Swan, turn left at the King's Head, past the Pink Flamingo, taking a right at the Swingin' Sporrán. These were time-endured establishments that today, would've changed name and facade many times, thus rendering them useless as navigation aids. I learned a similar lesson in the Middle East, where the large sand dunes on the left side of the Sheikh's road, moved to the other side a month later, messing with my pigeon-like mental compass and gyroscope.

The best choice of navigation aide depends on a number of things. Perhaps the biggest consideration in my own planning and execution is the consequence of "stuff" happening. I take more risks if it's just me with no time constraint, but if we have 25 cars following my every move, expecting to get fed at a certain time after an interesting drive, I'm gonna think about it beforehand.

Despite lots of navigation training and testing, I've still find myself in some challenging situations on land, sea and air. 15 years ago, a group of friends and I skied across the Arctic Ocean ice, from Russian territory to the Geographic North Pole. Navigation as you approach the Pole gets very interesting. The thin ice underneath you is constantly moving, dividing and colliding as it floats on 17,000ft. of icy water. "Left" and "Right" replace East and West bearings as lines of longitude converge. You can walk across 12 time zones in under 10 seconds, and every direction is South when you're at the 90°N. The consequence of screwing up the navigation here is usually a casualty or two, so one pays attention and checks with others when a directional decision is required.

Navigating in the DMV is a fraction easier. Today's in-car navigation and phone-based Apps are pretty good. They'll get you where you want to go, mostly. Smartphone integration with the car is also improving. Some Apps like Waze, enable drivers to alert others to certain points where coming off the gas will save points on their license. They are great tools and aides, but I refuse to have my entire driving experience dictated by algorithms designed to achieve laudable emission goals, but suck the life out of journeys by plotting the shortest, most constant speed route. On Bill Schomburg's recommendation, I recently downloaded the TomTom Go App, an inexpensive subscription based service with a "Winding Route" option. Untested, but I'm hopeful!

Navigation Apps are getting better, but most still have irritating limitations for PCA tour planning. I hope we are approaching the day when we can send the tour navigation route direct to your phone, without your phone App deciding you really need to go a different way between our carefully chosen waypoints.

I like to be alive and present when driving. I think everyone within impact distance of me appreciates that. As we trend toward autonomous vehicles, the number of default driver aides is rising. Car commercials wow audiences with features that allow you to engage a dopey mode while driving. Blissful for many, until a legally significant lack of control is reached, when alarms shatter the silence to tell you "You are on your own Buddy." I'm a chap who switches off all irritating driver aides and, I confess, the Porsche Stability Control from time-to-time. I like a visceral experience. Not every time, but mostly in the Porsche.

Planning a Tour involves similar considerations. We do our best to avoid vanilla flavored events that neither offend nor excite anyone. We are moving toward more focused events that while accessible to all, won't necessarily please everyone all the time. We are asked frequently if we can divide participants into faster and slower drive groups. We are limited as to what we can do within PCA Rules and Insurance Requirements. Sadly, we can't use labels like Spirited or Racy, but can use Relaxed and Easy. I wonder if we could tag a drive as Sexy?

Road trips aren't measured by mile markers, but by moments. The Porsche Roads App characterizes routes as "Action" or "Scenic". The precursor to the Roads App was called GTS. It used a scoring system of "Porsche Moments" which seemed to be related to the number of turns on the route. Perhaps we could use covert labels for our different drives, say, by Porsche model; a "356," a "Macan" and a "GT3" being code words for classic, scenic and racy events.

It's easy to be convinced that only the latest tech can get us there. Some of the most memorable trips I've ever done were with maps that only covered half the journey. I'm reminded that my Grandfather navigated the seven seas by Sextant and Dead-Reckoning. Oh, and did I mention maps, paper maps...

One final thought from a recently departed countryman of mine:
"If God had meant for us to walk, why did he give us feet that fit car pedals?"
-Sir Stirling Moss, 1930-2020. DV

NEW POTOMAC MEMBERS

JOHN BOWEN
2017 911 Carrera S Coupe
from Reston

DAVID CONTY
2014 Panamera 4S
from Fairfax

TIM COPP
2018 911 Carrera Cabriolet
from Great Falls

JASON COUISINE
1982 911 SC Targa
from Alexandria

STEPHEN DENOIA
2008 Cayman S
from Centreville

PETER EMRICH
2018 718 Cayman
from Arlington

PAUL GAMBAL
2012 911 Carrera 4 GTS
from Washington

JACOB GUNTER
2015 Cayman S
from Vienna

CHARLES HAMLY
1990 944 S2 Cabriolet
from Springfield

KELSEY HILL
1991 944 S2
from Chevy Chase
transfer from Chesapeake

OLIVER JENNINGS
2008 911 Carrera S
from Severna Park
transfer from Chesapeake

MICHAEL LEES
2020 911 Carrera S Coupe
from Reston

MARK MATHEOS
2013 911 Carrera S Coupe
from Broadlands

JANIS PETCHEL
2017 Macan GTS
from Alexandria

ERIC PIERCE
2008 Cayman
from Glenarden

LUKE POPOVICH
2019 718 Cayman
from Washington

CHONCIE REID
2006 Cayman S
from Lanham
transfer from Maverick

ROGER ROGERS
1990 944 S2 Cabriolet
from Manassas

MORGAN RUTHER
2018 718 Cayman GTS
from Leesburg

ED SMARIGA
2003 911 Carrera
from Locust Grove

MICHAEL SMITH
2017 911 Carrera 4 Coupe
from West Chester

DAVID VALERI
2004 911 Turbo
from Herndon
transfer from Intermountain

ESOV VELAZQUEZ
2018 911 GT3
from Patuxent River

RANDOLPH YAMADA
2020 Panamera 4 E-Hybrid
from Oakton

MARKUS ZEFFLER
2019 718 Cayman
from Washington

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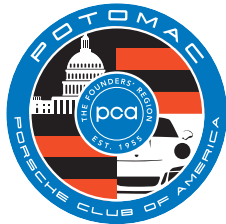


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Contribute to DER VORGÄNGER

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

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

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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FUEL FOR THOUGHT

BY TOM NEEL

The Spyder Web

As I write these words, I have no idea what the future brings. The future in this case is a month away as you actually now read what I have written. It would be nice if May 1st arrived and the world found this was all a big joke. But it's not, and I can only pray some good news has prevailed. As it is, I hope all are well and have this story to share.

My wife Linda and I have our fourth Porsche on order. It is to be our fourth Porsche inside of five years. Unlike many of you, I caught the Porsche bug late in life. Oddly, talking about catching any type of bug right now feels icky, but let's just say I got hooked. Hum, hooked sounds a wee bit additive and with the sheer amount of hand sanitizer I'm rubbing into my skin, I'm feeling like an alcoholic anyway. Okay, not hooked. Let's say enthusiastically interested in the products of a German auto manufacturer named Porsche.

Porsche number four is to be a 2020 718 Spyder. It already feels like I've been on the list for this car for a year. But any way you slice it, it will be over a year from the time my name went on the list to its arrival in PEC Atlanta. Now while maybe obvious, the only reason, in my opinion to own a car like this, or frankly almost any Porsche, is for FUN. Yes, it is a simple three letter word but one that has enhanced my life. I have always thought that FUN was a very important part of LIFE.

With the Spyder, first came waiting for months to find out if I actually got an allocation. That honestly wasn't fun, it was a bit more like pacing while waiting for the phone to ring. But it did eventually ring and it has not rung for everybody. Now some of you know through a video shown on PCA.org, and even a photo shown in last month's DV, that I assisted a friend in configuring very likely the most expensive 2018 GT3 built. I know my way around Porsche's configurator like a blind man knows his living room. Alas, seeing some pretty limited exterior and interior choices on the Spyder's configurator and no paint to sample, (PTS), was a bit frustrating. But by the third iteration, the Spyder order complete and a build date in May was set.

Off to this year's Werks Reunion at Amelia Island. It was a wonderful event. While the Coronavirus was on people's minds, along with

fist bumping and toe touching, at least the world hadn't yet unraveled. But it sure started too soon after, and then news came of the Porsche factory closing. The ka-chunk-ka-chunk machine came to a halt! Again, as I write you I don't know if it has been turned back on again, or quite honestly, the fate of the Spyder itself. None of which is fun.

Yes, but this I know. I got a call yesterday from my sales person, whose name and dealer shall go unmentioned. Well spirited, "they" shared that the dealership was now closed until further notice and that "they" had been furloughed. Also mentioned, was not to worry, my order was in with Porsche and that things should be okay once they resume. Now my fellow PCA members, I must share that while the pre-delivery adventure of the Spyder hasn't exactly been joyful, it has delivered something way more important, and that is a strong dose of reality.

The Porsches we own and love, are fun. But they come from a world of reality. One with real people and often real problems. Porsches are a human experience. They are inanimate objects that only come alive because of us. Us, in this case are fellow PCA members and enthusiasts, service people, restorers, dealerships and yes, the very sales people who deliver our dream cars and all of that fun. But the fun really only matters when our Porsche family is healthy. In this light, perhaps this fourth Porsche will be way more remembered for its reminder of the time in which it was made. The ultimate symbol of driving fun, built during a year when the people of the world were not having much and largely in self isolation. This one will remind me of what fun really means. A smile induced by health and freedom. Something never to be taken for granted. **DV**



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