

DER VORGÄNGER

THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • NOV/DEC 2024

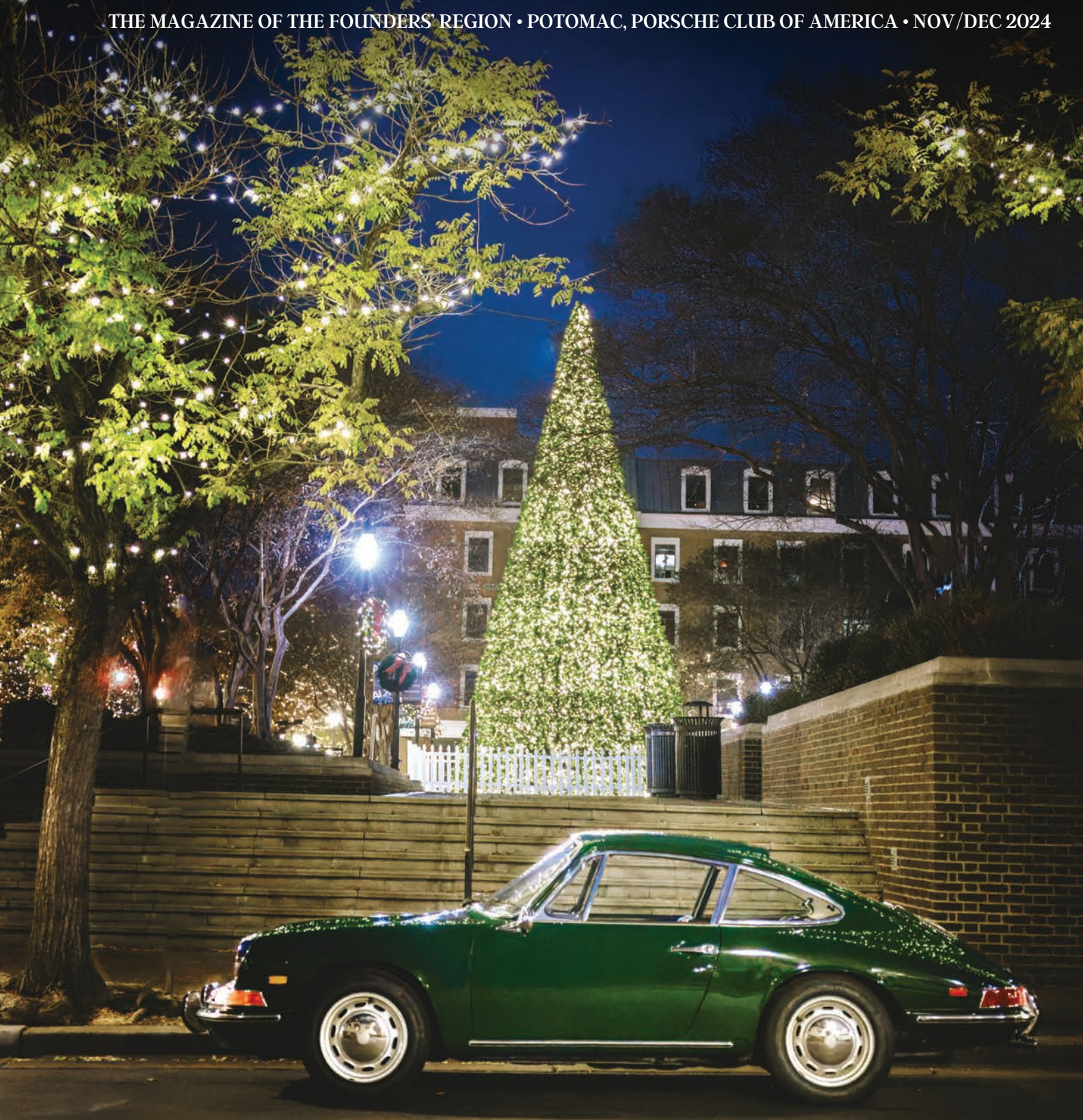




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THE OFFICIAL MAGAZINE
OF THE FOUNDERS' REGION,
POTOMAC, PORSCHE CLUB
OF AMERICA, INC.

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Making spirits bright: Sparkling holiday lights in Alexandria provide the perfect setting for Greg Hapgood's 1968 Irish Green 912. Photos by Ted Hovis.

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Many Voices, Many Views



Steve Grumbach
Editor

This is the last issue of DV for 2024. As we all do at year's end, it is customary to take stock and consider the year just past. When I assumed the role of Editor this year, I tried to guide our publication in a manner true to the pledge set forth by our former Editor, the late Richard Curtis, who said in 2008:

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

Realizing this vision has required the talent, time, and efforts of many contributors from our club. I started to take stock of a year's worth of publication of

DV in anticipation of our annual Open Board meeting to share with our membership the year just passed and the outlook for the year ahead. My message was, "It's the club members that make the magazine go". Here are some remarkable points from the 11 issues of DV in 2024:

- Number of stories: 102
- Number of authors: 48
- Number of photographers: 68

And there were 31 personal feature stories of adventures, camaraderie, and companionship in shared experiences, both near and far. While there were many, here are a few that stand out:

- Andrew Hubbard, serving with the US Army in Bavaria, marshaled a group of fellow Porsche enthusiasts and took us on a scenic multi-day tour through the Italian Alps (January).
- Ted King told a very personal story of the passion for

Porsche he inherited from his father that has translated into regular track days (May).

- Bill Brohard shared a tale of his lifelong friend John Wolff, who along with their wives, went on a day-long drive through the Shenandoah Valley in their Porsches in the waning days before John's passing (July).
- Kathryn Turner and Carolyn Hill-Fotouhi told of their shared track day fervor with their sons, KJ and Pars (August).

The number of people mentioned or seen was too numerous to count — but I hope you saw yourself or your fellow members participating in Potomac events. And a special "blip of the throttle" thank you to Co-Editor Jason Aldag, Copy Editor Joe Minarik, and Designer John Mills who work tirelessly behind the scenes each month to bring you each edition.

With your active participation, we'll keep it in the year ahead. See ya next year! DV

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What A Year! What A Team!

I am writing this a few days after our Open Board, Elections and Planning Meetings, followed that evening by our annual Holiday Party. It was a great day, and it seemed like everyone enjoyed getting together to hear about the state of our club and to meet new members. While everyone had a great time at the meetings, I will go out on a limb and say I'm guessing there was quite a bit more fun at the evening party!

I'm pleased to report that your club is in excellent shape. In 2024 we held more than 70 events (over 100 plus days) across all our programs. All the events are very well attended and the feedback we continue to receive is that our members enjoy them, as our membership has grown. After all, we are a social/car club to have fun, while also helping our local community whenever possible. Our Program Chairs are all doing an excellent job and we should thank them whenever the opportunity arises. We do have some changes going into 2025:

Autocross: Huge thanks to Bill Conley, who has turned over the reins to Jeff Gary and Paul Brockman. Bill's enthusiasm for Autocross (and DE) has driven him to make our Autocross program state of the art. Many thanks to Jeff and Paul, who will most certainly continue to build on Bill's legacy.

Community Service: Pat Kaunitz is stepping down and Kere Harper has agreed to work with Marcie Calcagno going forward. Effusive thanks to all Pat has done for our club over the past ten years in many different roles. Our Community Service program has become one of the top in all of PCA. Pat was the impetus for bringing the Erin Levitas Foundation to PCA Potomac, allowing us to help our community prevent sexual assault through early education. We know Marcie is very excited to welcome Kere, as she has extensive social media and business experience.

Concours: Gary Sidell has stepped aside with Percy White and Paul Vessels agreeing to Co-Chair. Many thanks to Gary for his hard work over the past few years. He is passionate about Concours and his attention to detail when organizing his events has been outstanding. Gary has graciously agreed to continue as our Legal Chair. Percy has agreed to continue, which is very important to our ongoing success with Concours. Paul Vessels has been chairing the Deutsche Marque Concours (with BMW and Mercedes) over the past couple of years. He has revived this very important event, and we look forward to Percy and Paul partnering to make our Concours events better than ever.

Drive and Dine: Larry Finkel has worked with Mike and Jackie Peters over the past few years to make this program one of our most popular. Many thanks to Larry for his leadership and hard work. He is moving out of the area and we hope he will visit us when he is back in town. Mike and Jackie will undoubtedly find ways to make the events even better in the future.

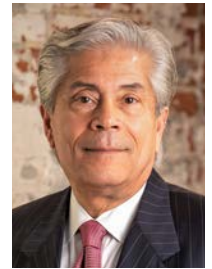
Driver Education: Susan Kimmitt has stepped down as Co-Chair. David Dean has agreed to replace her and work with Bob Mulligan to ensure that our DE program continues to be one of, if not, the best DE programs in the country. Susan has worked tirelessly over the last five years, working on all the many details necessary to run a complex DE program. No matter what, she is always cool, calm, and collected, no matter what the circumstances. Of course, she is an excellent driver and has been a strong mentor and role model to our Instructors.

I also need to thank a few other folks who had to make significant adjustments during the year. Henrik Ojikutu had to step down as Club Race Chair due to medical issues. He had a significant impact on the success of Club Race over the past couple of years. Allie Conley

agreed to step up, along with Steve Wilson, to put on an awesome Club Race in September. They had an excellent committee in place but it was still a heavy lift for them to pull it off.

As I mentioned in the Open Board Meeting, while our club is in excellent shape, we do have some budget challenges. Driver Education track rental costs have gone up significantly over the past few years. And Der Vorgänger isn't cheap for us to produce; we are asking for help from our members to attract additional advertisers. Leaders in both areas are addressing changes while maintaining our high standards of quality while delivering entertaining endeavors.

Happy Holidays to all and thank you for your camaraderie! DV



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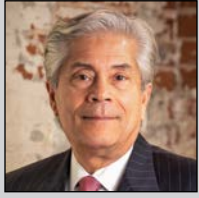
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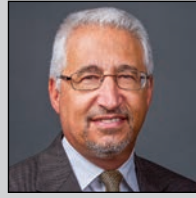
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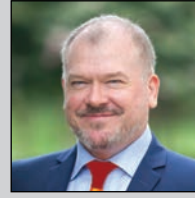
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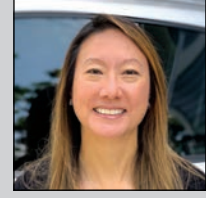
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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

JANUARY

4 Social: Virginia Monthly Brunch,
Firebirds Wood Fired Grill,
Gainesville, VA



18 Social: Maryland Monthly Brunch,
Irish Inn At Glen Echo, MD

FEBRUARY

1 Social: Virginia Monthly Brunch,
Firebirds Wood Fired Grill,
Gainesville, VA



15 Social: Maryland Monthly Brunch,
Irish Inn At Glen Echo, MD

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Club Announcement

Open Club Leadership Roles

The success of our region is largely driven by our amazing volunteers. Helping friends and new members to learn skills and insights into our Porsches - while creating a fun place to be at the weekends - is enormously rewarding.

We have several open leadership positions. Reach out to the following to find out more:

- **Rally Committee Member,**
Contact Don Mattran,
president@pcapotomac.org
- **Webmaster Vice Chair,**
contact Ron Flax,
webmaster@pcapotomac.org

As the saying goes, volunteers don't get paid, not because they're worthless, but because they're priceless!

Thank you, all program leaders and volunteers. You make Potomac the best PCA region in the country.

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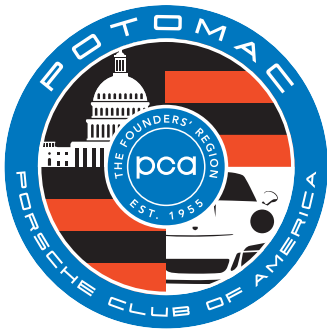
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Potomac Program Highlights

DRIVE & DINE



The Morias Winery provides a perfect destination for the annual Virginia Fall Drive.

Virginia Fall Drive to the Morias Winery The Sun Never Sets on Morais

STORY BY GLENN HAVINOVSKI

PHOTOS BY GLENN AND STEVE GRUMBACH

For a decade now, PCA Potomac has been making their mid-November visit to Morais Winery and Vineyard in Bealeton, Virginia. It has been serving as the traditional last Drive and Dine event of the year, and usually our largest, with both the usual Drive and Dine attendees as well as many first-timers and participants in other Potomac activities joining us.

This year on November 10th, we had 50 cars and some 90-plus participants meet first thing in the morning at

Intersport Motorsports in Ashburn, which has graciously hosted our morning rally point since 2018. Amongst the classic air-cooled Porsches and GT cars in the showroom, drive organizers Glenn Havinovski and LeRoy Mills read the Riot Act, (I mean the Drive and Dine rules), to the participants. Alan French, Potomac Secretary and VP candidate, spent a minute welcoming attendees and reminded them of upcoming Potomac events and other activities in the club.



David and Crystal Nistor arrive in their immaculate 1996 911 Carrera (993).

The drive took place in five groups, with three of them staging in the Intersport parking lot and two on the adjoining street. We arrived at Morais Vineyards after about 90 minutes of driving through the wilds of Loudoun, Fauquier, and Culpeper Counties. The drive was made somewhat less wild by the increasing development in the region, through the peaceful environs of the Airlie Plantation make for a picturesque setting on one leg of the drive, and of course, the new houses popping up over the countryside are often larger than life itself.



Potomacans gather to sample the food and wines in the tasting room.

POTOMAC PROGRAM HIGHLIGHTS



Many Potomacans went for the drive or met up at the winery. The three buildings at the rear house the J Morias Garage collection of vintage automobiles.



Drive & Dine Co-Chairs Mike and Jackie Peters lead their group into the winery in their GT4.

In addition to the 50 vehicles on the drive, there were at least 30 other Porsches driven by people who headed straight to the winery, and as usual, it was a virtual candy store of colorful Porsches, further enhanced by the sun and gently cloudy skies. Food trucks served crabcakes and tacos, and there was a custom hat truck courtesy of The Branded Brim.

All in all, another epic ending to a great season of Drive and Dines, a chance to show off our cars and for old friends to get together over a glass (or two) of Virginia wine.

Special thanks to our volunteers – lead cars driven by Glenn and Nancie Havinoviski, LeRoy and Marilyn Mills, Mike and Jackie Peters (Drive and Dine Co-Chairs), Larry and Beth Mauch, Steve Kaye and Dory Thomas; plus, sweepers Steven and Lynn Cook, Alan and Jane Banks, Jim and Maryonna Henry, Steve and Ann Sturner, and Jeffrey and Paula Vonasek. **DV**



A 1941 Citroën 2CV in the J Morias Garage – a large collection of vintage European vehicles. A “deux chevaux” in DV? Mais oui!

Potomacans pause to admire the display of classic German cars. “Oh yes, please. I’ll have that one!”



A 1941 Chevrolet AK Series light truck adorned in Morias Winery livery strikes an imposing figure among the other European vehicles.



... and vintage motorbikes!

SOCIAL



Ken Roldain's 2015 Cayman adorned with festive lights caught everyone's eye in front of the party venue. We are certain it is not a Porsche factory option.

Potomac's Holiday Party

STORY BY LOU BARTOLO, SOCIAL CHAIR
PHOTOS BY BETH MAUCH, GLENN HAVINOVISKI AND TED HOVIS

Our region held its annual Holiday Party on Saturday, December 7th with an evening of eating, drinking, and what else - more talk (truth and stretching the truth) of Porsches and a year's worth of celebratory camaraderie. Matchbox, in Bethesda Row, Maryland was again our venue as 170 members and guests in attendance. We were served delicious crabcakes, ribeye crostini, shrimp skewers, and many more delectable holiday items to feast on for the duration of the event. Many of the attendees started the celebration early by checking in at the new AC Bethesda Hotel and kicking off the evening at the Corella Lounge. DV



Kevin Roldain came dressed perfectly for the occasion in his "electrified" Cayman.



John Mills, Cathy Ziobro,
Jen and Ted Hovis



Bill and Eden Schwinn,
Lou Bartolo and Tony Giarrusso



Lew and Babara Azzinaro



Rajiv Khandpur, Glenn Havinoviski
and Barb Bilodeau



Mia Walsh, Diane Sullenberger,
Beth Mauch and Ken Comerford



LeRoy and Marilyn Mills,
Okal and Michelle Onyundo



Polyxeni and John Combs,
Aaron McAlpin and Larry Mauch



Julie Stanberry, Jackie Peters and
Aaron McAlpin, with a cake for Julie's
birthday, and Rajiv Khandpur photobombing.

OPEN BOARD MEETING & ELECTIONS



Porsche Silver Spring graciously hosted our meeting on December 7th.

Porsche Silver Spring Hosts Potomac Meetings

STORY BY ALAN FRENCH

Our final Board meetings of the year concluded with an Open Board Meeting (OBM), the Annual Membership Meeting, and the 2025 Program Planning Meeting on December 7th. While a trio of back-to-back meetings don't make many hearts race, they play an important role in club business. We do our best to keep the conversation pacy and make sure we listen to members' feedback and needs.

This year, we were hosted by Bruce Kim, General Manager, and his team at Porsche Silver Spring in their fabulous Gen 4 facility. Bruce, and Linda Harouna, Service Manager, made themselves available to talk to members, answer questions, and guide members on a tour of the new facility. We are

grateful for their support and encourage members to drop in and see what they have to offer.

Over 70 members arrived at the dealership in time for breakfast omelets and waffles before the OBM. The Open Board Meeting is purposefully designed to give new members an insight into what our region does and provides members with an opportunity to meet the whole leadership team, including Executive Board members and Program Chairs.

The Annual Membership Meeting (the protein in the meeting sandwich) proceeded with a positive vote on the Executive Board slate for 2025 and approved changes to our region's bylaws.



Porsche Silver Spring General Manager Bruce Kim conducts a dealership tour for the members following the business meeting. Those GT3s are always a draw!



Christmas came early: New member Paul Johnston passed along this photo of his raffle prize!



Porsche Silver Spring – a little something for everyone.



Potomac President Don Mattran opens the meeting and greets new members.

Your newly minted 2025 Executive Board is:

Don Mattran, *President*

Alan French, *Vice-President*

Stephen Kiraly, *Treasurer*

Kenny Kong, *Secretary*

Diane Sullenberger, *Past President*

The 2025 Potomac program of events was largely nailed down in the final meeting of the morning. We agreed on an amazing 80 events for Potomac members next year, with more in the fuel lines.

Members will note the amazing diversity of events on offer next year. We are blessed to have the leading Driver Education program in the nation, and an exciting Autocross program, but most of our events are other activities, including Concours, Drive and Dine day drives and multi-day tours, as well as many social gatherings. Please check out the calendar on pcapotomac.org and watch for event notices in the Friday e-blast. DV



Porsche #5: 1973 911 RSR clone at Summit Point where Alan has regularly run it for the last ten years.

A Half-Century of Porsches and PCA

STORY BY ALAN FRIEDMAN

This year marks the 50th anniversary of my first time driving around a racetrack at a PCA Potomac Driver Education event. That mind-blowing event led to 13 years of DE, instructing, and time trials, followed by 36 years of vintage racing and PCA Club Racing. All of that continues today. A huge part of this is the amazing Porsches and PCA events that got me on track and kept me enjoying the ride the whole time. Here is the story, told car-by-car through the Porsches that gave me the passion and the fun.



DV November 1979: Noted in the cover description, "Adam and Seth Friedman help Dad draw the winning door-prize numbers at the November 3 Parade Workers' Party". (Potomac hosted the annual PCA Parade event in 1979.) Alan served as Potomac President at the time.



1970 911T Targa on track in the late 1970s at Summit Point.

Porsche #1: 1970 911T Targa, acquired in 1975, and still in my garage!

Before my first Porsche, I was mainly interested in small foreign makes: a 1962 Volvo (my incentive to stay home for college), and a 1965 TR4 (my first sports car). Then in 1975, I started looking for a nice 1960s Stingray. But a friend – who by pure chance worked for Porsche Cars North America, and was stationed at Manhattan Porsche in Rockville – invited me in to drive a new 1974 Gulf Blue Carrera. I was hooked! The performance and the solid feel were an incomparable combination. That car was out of my price range, but I did quickly find a nice Olympic Blue 1970 T Targa – which again, by pure chance, was originally painted in Ruby and owned by Watergate lawyer John Dean. Yes, that John Wesley Dean. It had Carrera spoilers (including the rear “duck tail”), and was irresistible. I took the plunge.

Shortly thereafter, I joined PCA and went to Summit Point for a PCA Potomac DE, the first time as a spectator. But I was hooked by the action and the fun. Seeing these cars performing to their limits – like nothing anyone can experience on public roads – was intoxicating. Soon, I was back at Summit Point driving DE for myself. The car received numerous upgrades over the years, including a 2.8 liter motor, short gears, RS flares, an R seat and S cams, brakes, suspension and sway bars. Together the 911T and I enjoyed lots of seat time at Summit and other tracks, which provided great fun. If it were not for the reliability of the 911 – at track speeds – my entire “career” would never have been possible.

As my experience grew, I volunteered for stints as DE Chair and Chief Instructor, then as Zone 2 Rep to PCA. Through that work, I met Bruce Jennings (who was a significant figure in U.S. Porsche racing over the 1960s and 1970s) at a Chesapeake event, and he lectured me on how I should take my track interest to the next level and go Vintage racing. There was no such opportunity for a more intense track involvement within PCA. The big vintage group then was the Sportscar Vintage Racing Association (SVRA), which was open to all marques. To race in SVRA, a 911 (or any car, for that matter) had to have a racing history. Which led to a 1967 911 race car.



Alan aboard his 1973 911 RSR.

EDITOR'S NOTE

Alan Friedman joined PCA Potomac in the summer of 1975 and has had a remarkable 50 years in the club.. He quickly volunteered his way up to President and Assistant Parade Chairman in 1979 and served several stints as Driver Education (DE) Chair and Chief Instructor of the program. He was our PCA Zone 2 representative for four years and served a stint formulating the National Officer slate. But it's his legacy as the founding father of PCA Club Racing that will continue to inspire generations of Porsche racing enthusiasts.

He participated in PCA Potomac DEs from 1975 to 1987, and became an active vintage racer, which continues today. He then dedicated two years to studying, formulating, and finally launching the PCA Club Racing Program until the first races were held in 1992. He was the Club Racing Chair from 1992 to 1998, and one of the Chief Stewards of Club Racing from 1992 to 2007. From the outset to the present day, Alan has been an active Club Racer. In recognition of his contributions, Alan received the PCA Bill Sholar Memorial Award in 2001, which is “presented to a member in recognition of outstanding contribution to PCA, above and beyond the execution of normal responsibilities.”

So let Alan explain the fun and camaraderie available to all of us and the strength of the Porsches we drive, as he lays out his half-century history of enthusiasm for the marque through the sequence of cars that took him around the track for those many laps.



Porsche #2: At Summit Point in the late 1980s in his 1967 911 race car.



Porsche #3: 1981 924 GTS Club Sport at Sebring International Raceway in the late 1990s.

Porsche #2: 1967 911 race car, acquired 1986, raced in vintage (1987-97) and PCA Club Racing (1993-97), sold in 2003.

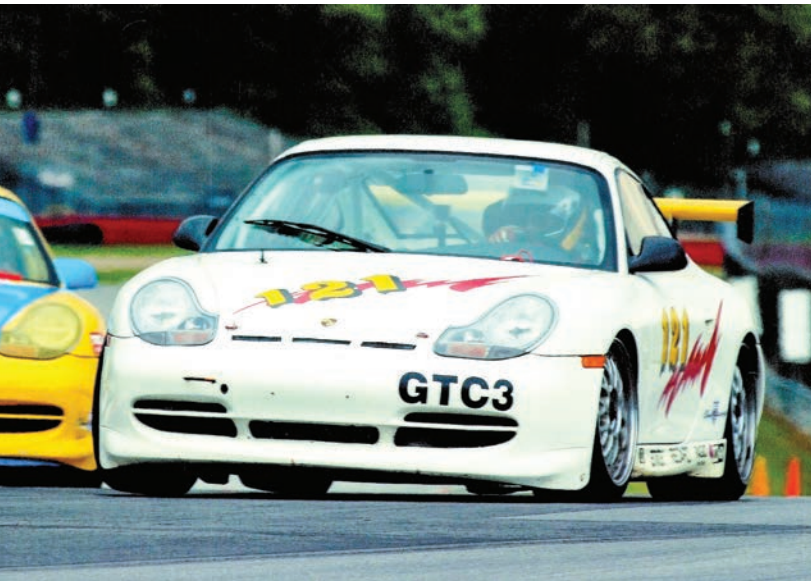
I found this car in Autoweek magazine. It was located in Oregon, and after originally being used as a street car, it was turned into an Under-2 Liter class Trans-Am Series racecar (in 1968-69), ran in the Daytona 24 Hours in 1969, then was an IMSA 2.5 liter car in the early 1970s. It was offered for sale as a 2.0 liter SCCA car in race trim.

I did my first vintage race with SVRA at the Mid-Ohio Race Car Course in 1987, competing with the car in 2 liter form. It required only removing the wider SCCA flairs. Together we went Vintage racing from 1987 until 1997, plus PCA Club racing after 1992. With this car I learned that all my PCA DE seat and track time helped in racing because the driving was second nature, leaving me with extra mental capacity to think about race craft and overtaking. Perhaps the greatest thrill with this car was at the Redman Double Fifty Celebration at Watkins Glen – the predecessor of the current Porsche Rennsport Reunion with virtually every 1960s and 1970s Porsche factory race car.

Porsche #3: 1981 924 GTS Club Sport, acquired 1997, sold 2005.

I designed and organized PCA Club Racing starting in 1990, was Chairman from 1992 to 1997, and a Chief Steward through 2007. In those roles, I saw a lot of Porsches racing and around 1995 I became very interested in a 924 GTS that was raced by Dave Maynard in the Northeast Region. I told Dave that if he ever wanted to sell it, he should call me. And in 1997, he called. It was really neat – appealing because it was different from the ubiquitous 911. The 924 GTS I acquired was one of 50 such cars built to homologate the 924 GTR for the 1980 24 Hours of Le Mans. It was a completely stock street car, but with a roll cage, plastic windows and body panels and similar track-oriented modifications.

This particular example was built at the factory except for the adjustable boost knob installed by prior owner/racer Bruce Leven. But the knob was set at the stock boost and it stayed there in my hands. It was a wonderful light-weight car with amazing balance compared to the sometimes tricky 911s of the era. It had good power, great brakes, which came from the 930, and fantastic seats from the 935. The fun thing was trying to learn how to keep the boost up to get it out of a corner. I never had the chance to learn left-foot braking, but I did develop a modified heel-and-toe technique that helped. It was great fun in PCA and also at the first Rennsport Reunion at Lime Rock in 2001.



Porsche #4: 2001 996 Cup Car on track at Watkins Glen around 2005.



Porsche #5: 1973 911 RSR clone at Moroso Motorsports Park (now Palm Beach International Raceway) in 2013.

Porsche #4: 2001 996 Cup Car, acquired in 2003, sold in 2012.

As I was stewarding at races after 2001, I started to see the 996 Cup Car – and boy, did that look like a sweet ride. I even got to do a few laps in one at the Carolina Motorsports Park Club Race in 2002 during the DE session. Wow! Then I saw another on the West Coast at the Willow Springs Club Race, and then in 2003 I saw it was for sale. So I bought the Cup Car and started to learn about a real factory-built race car, slicks and all.

What a fine experience it was. I had some great racing, including a 2010 Club Race at Mid-Ohio, when my close friend Hank Godfredson (the founder of GT Racing in Colorado Springs) came out and did the enduro with me. As part of that trip, his wife Phyllis and my wife Royce did gardening things for the whole weekend at my home in Virginia, while Hank and I had a ball with the Cup Car at Mid-Ohio.

Porsche #5: 1973 911 RSR (clone - to SVRA specs), acquired 2012, still racing it.

But as much as I enjoyed the Cup car and learning how to heat the tires before the green flag dropped, I wanted to be able to do Vintage and PCA racing. And to me the truly iconic Porsche 911 race car was, and still is, the 1973 RSR. So I found my next car in Florida. It was well built by James Cox of Cox Motorsport from a 1970 tub and was being campaigned in the Historic Sportscar Racing (HSR) series. I enjoy telling people that my car is number 758 of the first 50 RSRs built by the factory in 1973; the car is as iconic to many others as it is to me, and as a result, many clones have been built.

My car was painted just a solid viper green, but with a skilled car graphics guy working from a photo of the globally iconic 917 “hippy car,” which earned second place in the 1970 24 Hours of Le Mans, and is now the undisputed star of the Simeone Foundation Automotive Museum collection in Philadelphia, the current, and striking livery emerged. The major upgrade for the car was turning Charlie Murphy (of Intersport Performance) loose to build a 3 liter carbureted twin plug motor that makes Cup Car power – and is enormous fun in the car’s svelte 2000-pound platform. It was an absolute delight to race it in Rennsport Reunion V and Rennsport Reunion VI with my name on the windshield banner (together with that of PCA founder Bill Sholar).

With these super-fine cars, I have enjoyed a half-century of fun and pleasure in motorsports. It would not have been possible without PCA, which provided the opportunity to learn and achieve and the flexibility to evolve and create the Club Racing series for motivated amateur racers like me. Without the solid and exhilarating cars from Porsche, such a “career” of fun amateur racing would be inconceivable. For testimony to that, remember that I still own – and enjoy – the very first Porsche I bought!

Thanks to PCA and Porsche for a great lifetime experience for me, and making it available to all enthusiasts reading this magazine! DV



Some of the breathtaking German countryside outside Cochem in view of its beautiful castle, Reichsburg Cochem. Ross Bentley, noted driver coach, walks in front of the author's rented GT4, during the caravan from the Nürburgring to Spa-Francorchamps.

Driving History

STORY AND PHOTOS BY JOE MINARIK

Want to drive in the wheel tracks of Nuvolari, Caracciola, Fangio, Moss, Stewart, and Phil Hill? (Too young to know those legends? Make me feel bad – but read your motorsports history! And throw in Porsche's own Timo Bernhard!) Well, you can – at two of the most iconic circuits in the world: the Nürburgring Nordschleife in Nürburg, Germany, and Spa-Francorchamps in Stavelot, Belgium.

So how can a track-day junkie tread on such hallowed ground (or asphalt, or concrete)? Well, Ross Bentley, a racer,

instructor, and founder of the Speed Secrets enterprise sent a late November 2023 email invitation advertising the Drive of a Lifetime. Two days of reserved-track driving on the Nürburgring Nordschleife followed by one day at Spa with carefully curated hotels and restaurants and fully vetted convoy routes. The invitation recommended a telephone call “if you are at all interested.” My call elicited an even more urgent response; “We are selling out quickly. If you want to play, send a deposit now.” The trip was filled on that very day.



A very damp Spa pitlane.



The author's rented GT4 in a wet Spa pitlane.

Around 1907, long before the first segment of “Drive to Survive”, the Nordschleife was conceived as a superior replacement for the over-the-road inter-city auto races that began in 1895 and took an appalling toll on life and limb of drivers and spectators. The Nürburgring was also a job-creation program for Germany’s rural Eifel Mountains. Dirt was turned in 1925, and the first race over the still-not-completely-paved track was held in 1927.

Germany’s premier motor races, the Eifelrennen and the Grand Prix – plus support events for Everyman racers – ran over the ‘Ring’s asphalt (and concrete – read on...). Remarkably, though, the ‘Ring is a public road and average motorists can, for a “toll,” test their skills when the real racers are absent.

To replace long city-to-city races, the Nordschleife is massive by today’s standards. The original was 17.56 miles long. In 1984, giving up some of its real estate to a much shorter Formula One circuit, the Nordschleife reached its current length of 12.94 miles. The number of corners on the complex circuit depends on who is counting, but the “official” tally is 154; of these, again subjectively, 80 percent are blind. The total elevation change is over 1,000 feet. No disrespect to the epic Watkins Glen, but its 12 corners encompass about 115 feet of elevation change. You can learn Watkins Glen reasonably well in a day. A comparable understanding of the ‘Ring’ could take a lifetime.

The ‘Ring’s 154 corners surely overwhelm. But of those, the most famous is the “Caracciola Karussel” (after which a turn at our own Summit Point Shenandoah Circuit was modeled and named). This is a slow left-hand 180-plus-degree hairpin,

which required drainage (because of frequent Eifel rain) using a concreted ditch inside the loop of asphalt. So one of the original “Ringmeisters,” Rudolf Caracciola, shaved a few fractions off his laps by driving on the concrete drainage ditch instead of the intended asphalt. A legend gave birth to an icon....

Motorsports historians usually say that the greatest pre-World War II Grand Prix race, and the greatest post-World War II Formula One World Championship race, both occurred at the Nürburgring. In 1935, Tazio Nuvolari, in an outmoded (perhaps antique) Alfa Romeo P3, figuratively and literally drove the tires off the mighty German Mercedes and Auto Union racers. German victory was so assured that the organizers did not even have a recording of the Italian anthem to play for the winner. No worries, paisan; Nuvolari courteously produced a suitable phonograph record from his suitcase, merely doubling the organizers’ embarrassment.

Then in 1957, Argentinian Juan Manuel Fangio ran the German Grand Prix on half-full fuel tanks, surprisingly counting on a quick pit stop for fresher tires for the end. But the pit stop was botched, forcing Fangio to demonstrate his mastery by setting seven consecutive lap records (nine in total over the 22-lap race). His race average speed exceeded that of the previous record lap. He overhauled Ferrari’s Mike Hawthorne and Peter Collins to win the race and clinch his monumental fifth world championship. It was a different era, but Fangio was so revered and respected, and the ‘Ring such an epic backdrop, that Hawthorne and Collins wore broad smiles after the race; they knew that they had been a part of history, even in their defeat.



See – It's easy! It's also soaking wet, blind, and covered by fog.



The RSR facilities at the Nürburgring, with service bays, classrooms, and administrative space.

If the Nürburgring is the king of racing circuits, Belgium's Spa-Francorchamps is the crown prince. Spa, for short, was born as 9.3 miles of public roads – through the Ardennes forest, up hill and down dale – whose first auto race was in 1927. Like the 'Ring, Spa hosted epic grands prix in the 1930s, and in a shortened 8.8 mile form after World War II. Like the Nürburgring, it frequently harbors inclement weather; by one estimate, it rains at least somewhere on the track for at least some time on 300 days per year.

Spa is also known for tragedy. In 1938, pioneering English driver Richard Seaman died in a Mercedes. Two Formula One drivers were killed in separate accidents in 1960. And in a sudden downpour in 1966, Jackie Stewart endured his only serious injury, motivating his safety campaign. Eventually, Spa was dropped from the calendar because of the prohibitive expense of addressing its inherent hazards over the immense circuit of public roads.

But a 1983 purpose-built track segment bypassed the most problematic public roadways, and Spa reopened. At 4.35 miles, it is still immense. Conditions have improved further through the purchase of the last public road segments, making it a full-time race track. Even without some original roadway, Spa is still majestic, including the iconic and challenging downhill-uphill left-right-left corner combination of Eau Rouge (named for iron seeping into a nearby stream – but a suitable echo of the World War II Battle of the Bulge, fought near here). Other difficult turns – including Pouhon and Blanchimont – add to the challenge.

For all of Spa's majesty, the daunting Nürburgring demanded the lion's share of the participants' preparations during the Drive of a Lifetime event. The organizers delivered video tutorials and a thoroughly detailed photo-and-text commentary that gave structure to the seemingly endless series of corners.

However, learning the track by viewing videos or reading manuals is like learning to conduct an orchestra by waving a baton at a stereo set. So soon enough, you must hit the simulator. After a lap in my right seat at the 'Ring, an organizer asked how many sim laps I had done. I had lost count but told him honestly that it was well into three figures. Gratifyingly, he said that I clearly was well prepared.

It rained through all three of my track days. That was not so bad. For one thing, instead of my booked Cayman GT4, I was given a BMW 2-series all-wheel-drive with rain tires for the two 'Ring days. But more fundamentally, instead of the usual mindset driving a familiar car on familiar dry-weather tires on a familiar but rain-soaked track – "Holy cow, there's no grip!" – there was a different reality: the grip was what it was, and you drive accordingly.

Outside of the classroom and simulator, reality includes other cars and drivers – and some of those other drivers were 'Ring regulars in Cup cars and even a prototype or two. So, a rookie must keep a wide eye on the mirrors. This was open passing in the fullest sense, and though signals were mandatory for the slow cars, the fast cars did not wait for them.

After what seemed like a wide boulevard in the simulator the actual 'Ring was more like a tunnel – narrow in the extreme. Elevation changes in reality overwhelmed the induced perception in the simulator. Perhaps most important were track-surface irregularities. The track is inevitably bumpy, and the driver must leave some margin for error in those places. And you need to know where they are.

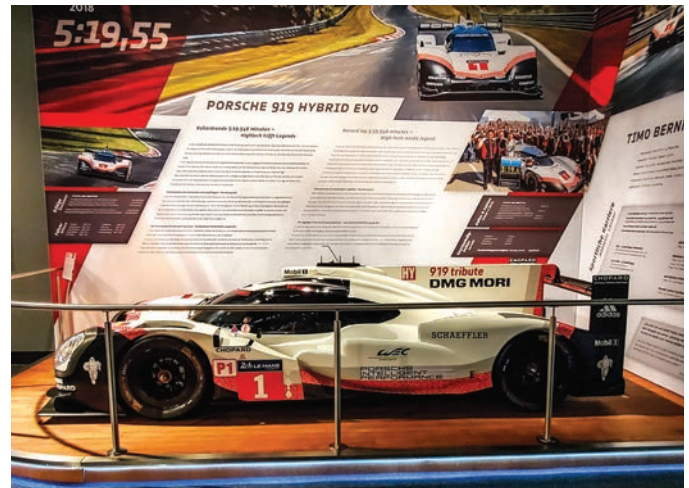


Sabine Schmitz, the daughter of local restaurant owners, went on to be one of the most successful 'Ring drivers, earning her the nickname "Queen of the Nürburgring". She sadly died much too young of cancer. This is the Nürburgring Museum display in her honor.

With 154 corners around 12 miles of forested mountain track, inevitably some turns and segments look very much alike. For example, Breidscheid contains five consecutive fast left-hand bends. In theory, each one can be taken flat. In practice, you can do that only if you follow a single continuous arc through all five, which involves hitting some apexes and missing others. You can easily lose track of which bend you are on, and if you do, heaven help you (or you need to really lift). Further around the lap, two sequences of corners, Wippermann and Brünchen, are remarkably similar. Confusing them can catch you out – badly. And to top it off, Brünchen always attracts a crowd – cheering, yelling, and leaning over the spectator rails taking pictures. Why? Because they want to see somebody crash... And every track day, some drivers will oblige... With this mob in your face as you try to improve, it is hard to concentrate....

Spa is a large, majestic, challenging track. But compared to the 'Ring, Spa is a one-trick pony. The success of a lap around Spa is determined largely by how the driver handles Eau Rouge, because that in turn determines the speed up the long Kemmel straight. Eau Rouge has only three corners, but it is largely blind because of the elevation change, and in the rain and spray (which continued all day) you can see even less. If you get off line anywhere in the combination, you lose the opportunity to learn how to handle the rest of it. If you do miss the line, it is a long way around to get another try, and in too few laps you run low on fuel and must hang it up for a while.

Formula One fans have heard for perhaps a decade that Eau Rouge is easy flat. But that is true only in a Formula One car, with state-of-the-art aerodynamics, huge tires, and fully tuned mechanical grip. In a road-based car, Eau Rouge is emphatically not flat – which is the first thing that instructors will tell you (lest you attempt your maiden run up the hill



The Nürburgring has an outstanding museum. Here is the exhibit of the 919 Tribute car that set the ultimate lap record.

with your right foot hard on the floor, and an unfortunate instructor in the right seat). And any subtle difference between what you see in real life and the landmarks in a simulator will render the latter useless. In short, Eau Rouge will drive you crazy – but less so than 12 miles of mind-benders on the 'Ring.

The conclusion? I wouldn't have missed it for the world. It costs a non-trivial sum – but I would do it again, if the opportunity presented itself.

As I noted at the outset, the "Speed Secrets Drive of a Lifetime" is an all-singing, all-dancing package. You just need to show up. The hotels are fabulous, the restaurants are fabulous, and you'll love the wine. Henrik Ojikutu might be able to improve on the pairings, but I certainly can't.

However, if the Drive of a Lifetime doesn't match your schedule, or you want to drive just the 'Ring, or just Spa, or even Portimao or Estoril in Portugal, or Zandvoort in the Netherlands, or Mas Du Clos or Magny Cours in France, you can look up RSR Nurburg (www.RSRNurburg.com). RSR is the partner of Speed Secrets in the Drive of a Lifetime. RSR provides the rental cars – all fully track-prepared – the instructors, and the facilities. They scheduled and routed the drive from the Nordschleife to Spa. And if the Drive of a Lifetime is the grand luxe prix fixe meal, RSR can arrange a la carte for those with more focused needs, including a menu of hotel and restaurant recommendations to fit a schedule and a budget, plus driving instructors who, from my experience, are truly excellent. There are quality competing businesses at the Nürburgring and at Spa but Speed Secrets has a long history of great support from RSR, and that is an outstanding endorsement.

So, if you want to touch a piece of motor racing history, there are people who can help, and you will thoroughly enjoy the experience. DV

LOWDOWN

COMPASS
COFFEE

NO
TURN
ON RED

FATHOM GALLERY

Sip into
Summer

354



Left page: The vintage Georgetown sign above a coffee shop on Wisconsin Avenue provided the perfect backdrop for Michael Copperthite's 356 on an early July morning. Photo by Michael Copperthite.



Bill Schwinn took his lovely Sapphire Blue 991 Carrera GTS out for a cruise along Skyline Drive in June. Photo by Bill Schwinn.



Brian Heisler's 1983 911 SC Targa in motion at Leesylvania State Park in Woodbridge, Virginia in late October. Photo by Jay Woods.



Kellymoss with Riley #90 (911 GT3 R) adorned in a color palette recalling the '70s era IROC 911 Carrera RSRs. Here on the grid at Indy for the Battle on the Bricks (Sept) by Ken Marks.

Favorite Fotos 2024

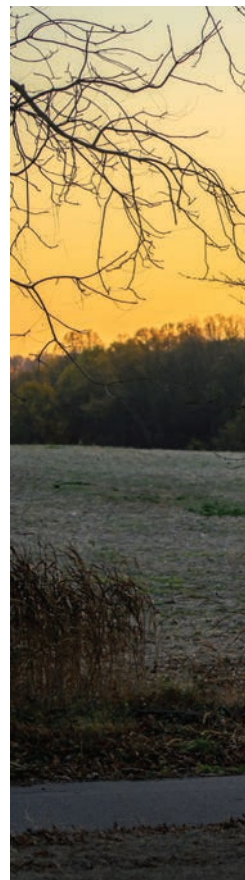
We are fortunate to live in a region that boasts a diverse topography, stretching from the shores of the Chesapeake Bay to urban cityscapes, rural landscapes, and westward to the leafy hills of the Alleghany Mountains. Throughout the year, many talented photographers use these stunning locations to showcase their skills, submitting scenic images of our favorite marque—whether capturing pleasure drives or track events—and creating true masterpieces of automotive art. **DV**



Cherry blossoms in bloom on an early March morning at the Tidal Basin. Photo by Scott Bowen.



Mike and Jackie Peters' Miami Blue GT4 at Ocean City, NJ in October. Photo by Scott Johnson/Instagram@greateye.





The twisties await: Ted Hovis caught this dramatic scene of his Targa 4 GTS on Route 33, west of Harrisonburg, in July.



Potomacan Dwayne Moses running in the September Club Race at Summit Point. Photo by Victor Newman.



Lee Daniels' striking Signal Yellow 1972 911T was photographed by Tom Zdanowicz in November near Mount Airy, Maryland.



David Williams' GT3 Cup (992), in which he runs in the Porsche Sprint Challenge with TPC Racing, was shot by Don Campbell in the paddock at Club Race at Summit Point in September.



Potomacan Jay Smith pilots his GT 4R at VIR at a Potomac DE in April. By Bob Hartman, Etechphoto.com



Tom Zdanowicz perfectly positioned the reflection of his 2014 981 Cayman S against the industrial backdrop of a business warehouse in Baltimore one April morning. Photo by Tom Zdanowicz.



Driver Jimmy Llibre in the ACI Motorsports Porsche 911 GT3 Cup in the Porsche Carrera Cup North America race at Indy in September. Photo by Ken Marks.



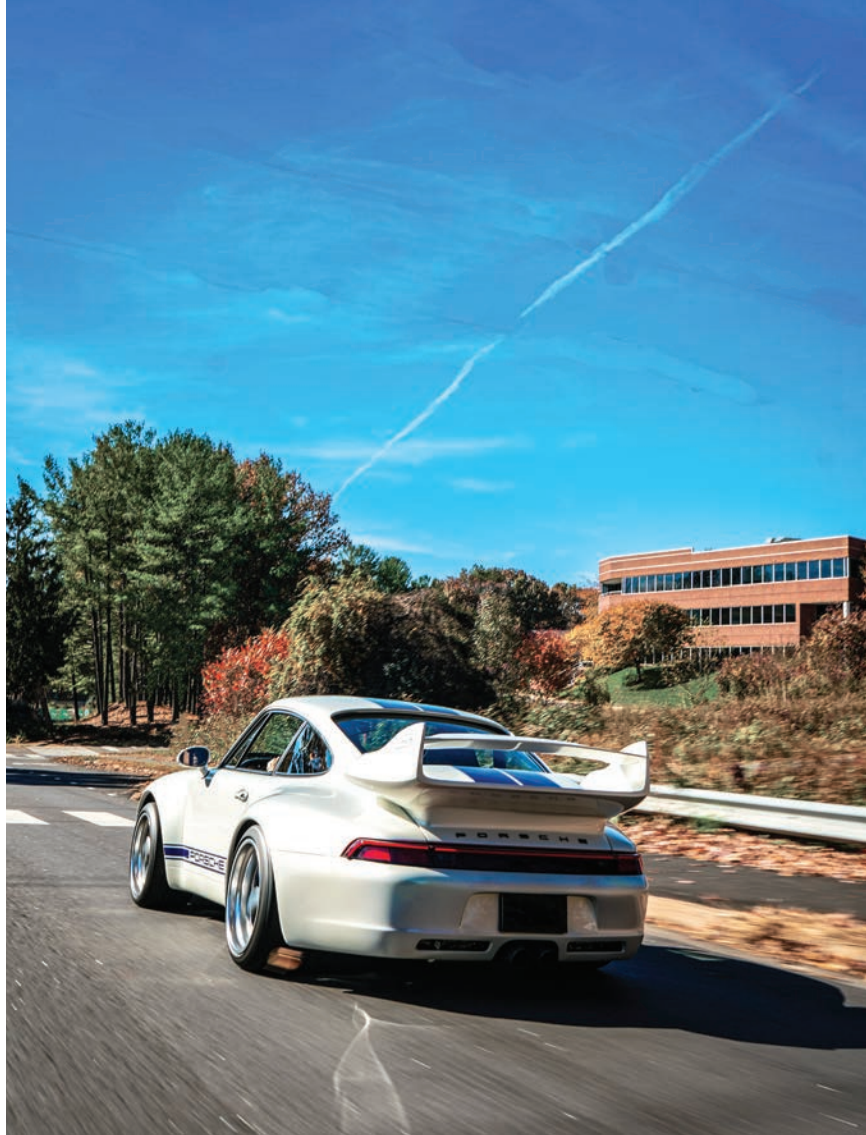
David Cunicelli in his 2010 987 Cayman at a Potomac DE at VIR in April. Photo by Bob Hartman/Etechphoto.com.



Les Schrem's 2014 991 Turbo in the paddock during the September Rock the Summit Club Race. Photo by Don Campbell.



Early one March morning at a Summit Point HPDE, Anita Baarns captured this image of "Maxime," her 2015 Porsche 911 Turbo S.

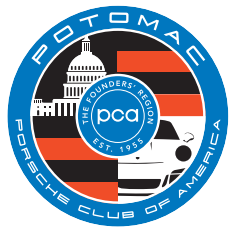


Exotic on the prowl: Dexter P's 1996 Porsche 993 reimagined by Guntherwerks on an early November morning in Reston. Photo by Evan Andrews/Instagram@evan.carss.



A GT3 RS outside Annapolis, Maryland in May. Photo by Tom Zdanowicz.

OCTOBER/
NOVEMBER
2024



New Potomacans

SEPTEMBER

CHRIS BLETHEN
2022 911 Targa 4S
from Alexandria

KEEGAN BURSAW
2008 Cayman
from Springfield

RICHARD CREAGH
2022 911 Carrera 4S
from Manassas

ELODY CRIMI
2024 Cayenne
from Arlington

NICHOLAS DANIEL
2021 911 Turbo S
from Upper Marlboro

JAMES DAVIS
2022 911 Turbo S Cabriolet
from Huntingtown

LEE ENGLISH
2024 718 Boxster
from Fairfax Station

BRIAN FEENEY
2022 718 Cayman GT4
from Arlington

ALEXUS GRYNKEWICH
2016 911 Carrera 4 GTS
from Bolling AFB

TIANKAI GUO
2024 911 Carrera 4S
from Herndon

ADITYA HANDA
2020 911 Carrera S
from Fairfax

RENKO HARDISON
2018 911 Carrera Cabriolet
from Springfield

MATTHEW HERRERA
2024 911 Carrera T
from Catharpin

SCOTT LITVINOFF
2023 718 Cayman S
from Alexandria

JUAN MONTESINOS
2021 Macan S
from Washington

ALFIE MOORE
1986 944
from Gaithersburg

DAVID ORTIZ
2024 Cayenne E-Hybrid
from Leesburg

DAN PAIK
2022 911 Carrera GTS
from Leesburg

JUSTIN POPMA
2024 911 Carrera S
from Brambleton

JENNIFER PUHL
2013 911 Carrera S
from Burke

PATRICK SCHOOLEY
2017 Cayenne Turbo
from Arlington

PHILIP SCHUYLER
2025 Taycan
from Alexandria

RONALD STONE
2014 Panamera 4
from Dumfries

SRIDHAR UMMETHALA
2024 911 Carrera GTS
from Aldie

ED WHITE
1986 944
from Brandywine

DAVID ZELTSER
2009 911 Carrera
from Mclean

NEW MEMBERS = 26

**MEMBERS TRANSFERRING TO POTOMAC
IN OCTOBER 2024**

FARAZ RIZVI
1984 944
from Derwood

ALYSON M. KELLY
1999 911 Carrera
from Fredericksburg

NOVEMBER

DONNIE ANDERSON
2025 911 Carrera
from Fairfax Station

CAREY ANDERSON
2023 718 Cayman GT4
from Bethesda

DIMITRI BLACKMAN
2006 Cayman S
from Alexandria

ERIK CLEMENTS
1988 911 Carrera Targa
from Alexandria

BOB COHN
2014 911 Carrera
from Burtonsville

ANDREI DACU
2018 911 Carrera T
from Bethesda

JAY DESAI
2006 911 Carrera S Cabriolet
from Mclean

MAKAYLA FERRELL
2024 Macan S
from Alexandria

JASON FINISON
2012 911 Carrera Black Edition
from Owings

ERIC GARNETT
2019 911 Targa 4 GTS
from Arlington

ANAEL GUILLEMOT
2008 911 Carrera 4S
from Washington

LOUIS KALDAS
2014 Cayman
from Arlington

PHILIP KOENIG
2004 911 Carrera 4S
from Bethesda

COLBY MARQUEZ
2009 Boxster
from Fairfax

SIMON MOORE
2015 911 Carrera 4
from Laytonsville

HEIDI MRAZ
2019 718 Cayman T
from Great Falls

GIDEON NIGH
2007 Cayman
from Warrenton

KENNETH PINEIRO
2024 718 Cayman GTS 4.0
from Chantilly

EKA RENARDI
2014 Cayman S
from Sterling

CRAIG RIEGLER
2009 911 Carrera 4S
from DPO

SHAYNE STAFFORD
2020 Taycan 4S
from Silver Spring

ROBERT SZOT
2023 Macan GTS
from Mclean

MATTHEW THOMAS
2010 Cayman S
from Poolesville

ANH TRUONG
2015 Boxster
from Arlington

JAMES WEHR
1999 911 Carrera
from Hamilton

STEPHEN WELCH
2000 911 Carrera Cabriolet
from Washington

DAVID WILLEY
2018 911 Carrera 4S
from Delaplane

NEW MEMBERS = 27

**MEMBERS TRANSFERRING TO POTOMAC
IN NOVEMBER 2024**

GREGG MODRACK
2022 Cayenne
from Gainesville

WILLIAM D. LESSNE
2004 Cayenne
from Falls Church

NOVEMBER/
DECEMBER
2024



PCA Potomac Anniversaries

NOVEMBER

5 YEARS

Will Meyer
Nathan Myers
Steve & Lonnie Pera
Chris Graham
Jason Cosola
Ken Comerford & Jennifer Flake
William & Allison Conley
Michael Mull
Greg Haas
Ryan Mosel
Renee Cochrane & Rick Edson
Ray Stroh
James Warlick
Alan Cheng

10 YEARS

Jeffrey Rowe
William & Nancy Kirten
Ralph Ichter & Michele Sicard
Chris Nolan
Brendan McHugh
Connor Henderson
Adam Waltman
Kenneth & Alicia Perry
Neil & Laura Bacchus

15 YEARS

Edward Piskadlo
Gregory &
Maya Brajovic Gramenopoulos
Thomas Koester & Rose L. Cichy

25 YEARS

Susan Good & Norman Therrien
Alan & Pamela Gowen
Joseph & Felicity Tagliareni

20 YEARS

Stephen & Judy Doyle
Peter & Alexander Belman

DECEMBER

5 YEARS

Richard & Garrett Smith
Ashleigh Simpson
David Pierce
James Barnacle
Jerry & Nancy Snow
Anthony & Jakcee Cambonga
Todd & Kate McGowan
Chris Poirier
Robert Hickerson
Max Jauregui
Mark Sookdeo
Beau Hornsby
Raj Chaudhury
Stephen Pratel

10 YEARS

Russell James Bartlett &
Yuki Bartlett
Stephen Kaye & Doris Thomas
Robert & Kaye E. Rhodes
Dywane Boyd
Gary Sidell
Brad & Thomas Hite
David Bowlin
Don Ritter & Victoria Stack
Billy & Silvana Nolen
Aaron Randolph
Michael & Melissa Roth

15 YEARS

John & Laura Dean
Robert & Richard Mariani
Anthony Strickland
Jeffrey Leps & Tammy Florance
Aamir Rehman
William & Helena Lessne
Jason & Cynthia Leaver

20 YEARS

Craig & Patti Bond
Justin Cordesman

25 YEARS

Ed & Chrissie Devinney
Robert & Kathryn M. Craven

30 YEARS

Richard & Peggy Forbes
Todd & Sandy Minners
Ronald Rutledge & Vivien Crea

35 YEARS

Gary Tardiff & Terry J Decatur
David & Tracy Stoesser
David & Marian Wilson

40 YEARS

William & Bill Seymour

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DER VORGÄNGER

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

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

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

- Travel and adventure stories with your Porsche - foreign or domestic.
- First hand accounts of attending a motorsport event in which Porsches participated.
- Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
- Interviews with owners of vintage or historically significant Porsches (or a collection).

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

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

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Peter Grenier. "Washington's Hottest Personal Injury Lawyer"

Member's Foto Corner



Jim & Julie Marks' new Cayman GT4 outside the legendary Birchmere Music Hall in Alexandria.



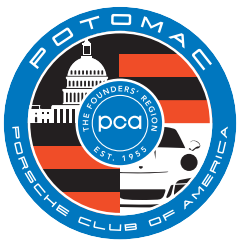
Cindy Choi is climbing via ferrata ("iron way" in Italian) at NROCKS Outdoor Adventures in West Virginia – along with an interesting accessory!



Glenn Torres' chalk grey 2009 997.2 lurking in an alley.

FOTOS WANTED!

Send us pictures of your latest adventure (either near or far) with a brief description – whether with your Porsche, or not. (And a display of a DV cover will certainly catch our eye!) Send a high-resolution image (or two) to dveditor@pcaotomac.org



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JOIN PCA

Membership entitles you to receive **DER VORGÄNGER** and 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 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

