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UNDER THE BOOT

- 4 The Editor's Column
- 5 The President's Column
- 7 Potomac Events Calendar
- 10 PCA Potomac
Program Highlights
- 18 Once in a Lifetime...
- 22 The Mountains Called...
So We Went
- 26 IMSA Battle of the Bricks:
Porsche Success
- 30 Learning Time
- 32 From the Archives of
Der Vorgänger
- 33 New Potomacans
- 34 PCA Potomac Anniversaries



16



18



22

INSIDE BACK COVER

Thank You, Chief Instructors

COVER PHOTO

A red maple provides an autumn
complementary color canopy for a
Boxster S. Photo by Steve Grumbach.

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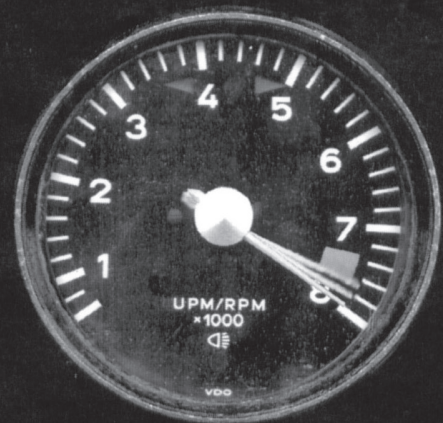


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Regeneration Time in Potomac



Alan French
Co-Editor

I am REALLY excited about 2024!

We will start the year with at least 10 new faces in our program leadership, and many new volunteers on respective committees. This is a sign of a healthy organization. The ability to regenerate is vital for the long-term prosperity of our club. If only my addled mind and aging body had the same youthful power of regeneration!

With regeneration comes growing pains. Transitions can be chaotic and stressful, particularly when old practices and norms are challenged. The goal of regeneration is to keep what is good, effective, and efficient, and take the opportunity to reframe and recast that which is not. We must make volunteering for the club as easy and enjoyable as possible. Whether we are working

or retired, time is our most precious commodity. Leveraging our time to generate smiles/mile, laughs/minute and regular moments of pride is essential for future regeneration.

Some transitions have already begun: Club Race, Concours, Drive & Dine, Driver Education, Membership, Rally, and Der Vorgänger.

Yes, Glenn and I are stepping down from DV duty. My tenure of three years is but a blink of an eye in the region's near 70-year history. Glenn, however, is the longest serving editor of our region magazine, having held the role for nine years and well over 100 issues.

Glenn welcomed me into the DV team when we needed to make some changes in the way we designed and published the magazine. New design tools,

designers, processes, features and a new local printer. Glenn has always been the voice of reason, the steady hand on the tiller in a storm, supportive, always asking what he can do, and by when!

Part of me is sad to be stepping out of the DV team. I've wanted to do so much more, but it's been a very challenging year for me, personally. It is a very rewarding role, but it's past time for me to hand over the keys to Steve Grumbach. Thank you, Steve, for picking up the baton.

Steve will be driving without an instructor in January. Please welcome Steve like a long-lost friend, or perhaps a guy that shares your weird sense of humor. Mostly, welcome him like someone from PCA, telling you that you've won the Spyder RS in the Fall Raffle.

Thank you, Glenn. DV

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Letter to Santa

Dear Santa,

I hope I'm on your nice list this year because I've been really nice to my driver and kept him safe all season long! We had a lot of fun at the track together and this year I didn't have any failures at all! I didn't lose any tires, never boiled my brake fluid, and didn't break any suspension parts! All of my oil tests came back perfect, fluid temps stayed within acceptable ranges, and I drove consistent lap times. I have been such a good boy! I'm really hoping that you feel I'm deserving of something special this year so here is my list.

1. A new 4.0L flat-six Porsche motor
2. Penske 4-way racing shocks
3. AP Racing brake calipers with two-piece rotors
4. Michelin racing slicks
5. Forgieline wheels
6. Guard Limited Slip Differential
7. Chillout system to keep my driver cool

I know even one of these items is a lot to ask for, but it's a season of giving and I really do hope I'm granted at least one of my wishes. If something on the list isn't feasible, I'll be content with an engine and gearbox oil change so we are ready to go for the 2024 season.

Holiday Wishes,

Steve. DV



Steve Bobbitt
President



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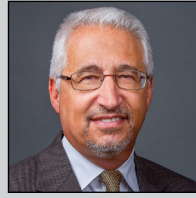
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2023 CALENDAR OF EVENTS

JANUARY



6 Potomac's Virginia
First Saturday Brunch
@ Firebird's
Wood-Fired Grill,
Gainesville VA

13 January's Porsche
Women Drivers Event



20 Potomac's Maryland
Brunch
@ Irish Inn,
Glen Echo, MD

20 January Gimmick
Rally

FIND OUT MORE AND REGISTER USING THE QR CODES

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

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

New 1st Saturday Virginia Brunch Location!

We have a new venue for our first Saturday of each month, beginning Oct 1, 2022, at Firebird's Wood-Fired Grille in Gainesville, VA. It's 5 minutes west of our former venue in Manassas, with substantial parking off Linton Hall Road. Restaurant opens at 11 am, but arrive early to park and meet other members. **New members welcome!**

Virginia

First Saturday of each month, 11:00 am
Firebird's Wood-Fired Grille, 14020 Promenade Commons St, Gainesville, VA

Maryland

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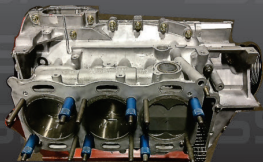
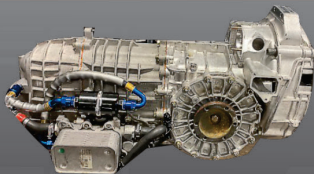
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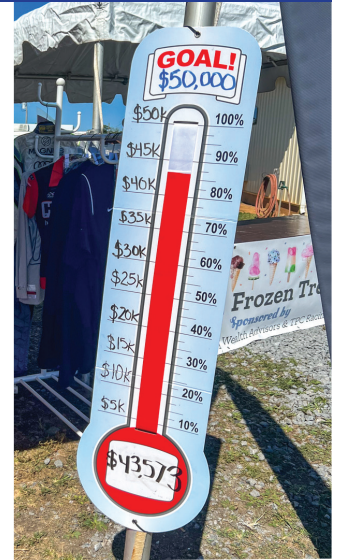


Potomac Program Highlights

COMMUNITY SERVICE

Bid up. Win cool stuff.

Help prevent sexual violence.



Potomac PCA website image promoting the event. Right: On the way... mid-afternoon on Saturday a tote board outside the PCA booth shows donation status toward achieving the goal.



erin levitas
FOUNDATION

Community Service: Rock the Summit Charity Auction

Fundraising on behalf of the Erin Levitas Foundation Sets a New Record

STORY BY STEVE GRUMBACH

Take one-part tireless effort by dedicated Community Service Co-Chair Pat Kaunitz to organize and conduct a charity auction assisted by Potomac volunteers, partner with key staff members of the Erin Levitas Foundation, put it together with the generous donations of countless Potomacans and what do you get? The PCA community raised nearly \$58,000 on behalf of the Erin Levitas Foundation - the most ever in six years.

The Erin Levitas Foundation is named in memory of Erin Levitas, daughter of TPC Owner Michael Levitas. The charity supports programs that help kids and communities

understand they can help prevent future sexual harm. For more on the Foundation's programs and good works in our community, go to: **www.erinlevitas.org**

While the auction took place two days over PCA Potomac's Rock the Summit race weekend, bidding started Sept 12th and ended Sept 16th. But it took Pat months of preparation beforehand to solicit and collect a broad range of items contributed by benevolent PCA Potomac members in combination with those facilitated by Michael Levitas' contacts across the national racing network.



It takes a team: Community Service Chair Pat Kaunitz (center) poses with Erin Levitas Foundation staff members Amber Collison (left) and Danielle Buynak Horner (right). Photo by Danielle Buynak Horner.



Mike Levitas' No. 36 in the staging lane at Rock the Summit. Photo by Amber Collison.



Amber Collison, Operations Director at the Erin Levitas Foundation, has a positive message of support for drivers at Rock the Summit.



Community Service Chair, Pat Kaunitz (left) asks racer Robbie Wilson to sign a 987-hood at the registration tent. It proved to be a popular item. Photo by Marissa Jachman.



Hood donated by Bob Simmons, and signed by the PCA racers. Photo by Eric Michael Trexler.



Charlie Kiser poses wearing 2016 IMSA Daytona winner Andy Lally's signed drivers suit with a cutout of Michael Levitas – an item he won in the auction. Photo by Patricia Kaunitz.

There were an incredible number of donations: VIP tickets to local concerts and sporting events. Original art from motorsports artist Kelly Telfer, along with t-shirts made featuring the painting. Autographed memorabilia and experiences from racers Andy Lally, David Murry, Randy Pobst and Mike Skeen and local sports legends Oriole Rick Dempsey and Commanders wide receiver Terry McLaurin. Varied clothing and Porsche related racing swag. A two-day rental package from Let's GO! Track Days. Rare wines that spanned vineyards on both coasts, one including a tour of the vineyard in Napa Valley. A beach vacation package. Rare framed Porsche artwork. Racing experiences. Yokohama tires and PFC Brake pads. Two protection packages from Diamond AutoLabs... The voluminous auction items spanned the gamut of interests sure to appeal to PCA members – and respond they did!

Funds were raised primarily from results of the on-line auction and through direct donations. This year Pat set what she thought was an aspirational, but realistic, goal of \$50k, based on prior year results. What surprised her the most was the \$20,000 of special matching funds by two anonymous donors. When combined with the auction sales and other cash contributed by club racers the result was well in excess of the 2023 goal.

While there were many helping hands by volunteer staff members from the Foundation, special recognition also goes to PCA Potomac Club Race Co-Chairs Donna Amico and Henrik Ojikutu for continuing to select the Foundation as the feature cornerstone charity of choice. And as well to Community Service Co-Chair Marcie Calcagno for managing all the committee's other on-going work, allowing Pat to focus on this event.

Equally passionate about the cause and campaign, upon reflection Pat noted, "People support this cause because sexual assault prevention is something we can all agree on, and some support for very personal reasons. In the beginning my support for this cause was based on various personal experiences but each year I recommit to this effort in large part because of what others have shared with me regarding themselves, their families, and their community. This work has an incredible opportunity to change so many lives and that is very rewarding."

What's her plan for next year? Pat believes there is every good reason to further raise the bar. Watch this space. DV

DRIVE & DINE



Porsches old and new alike perfectly frame the main entrance to the Morais Winery. Photo by Michael Coppertithe.

Drive & Dine: Morais Vineyards & Winery

STORY BY GLENN HAVINOVISKI

PHOTOS BY MICHAEL COPPERTITHE, STEVE GRUMBACH AND GLENN HAVINOVISKI

One could have not asked for a better Fall day than Sunday, November 12. A cloudless sky greeted over 130 people arriving at Intersport Performance in Ashburn, VA, for our traditional Drive & Dine season finale to Morais Winery and Vineyard. Intersport Performance provided their usual hospitality by opening up for us on Sunday morning to serve as a rally point. PCA Potomac provided bagels, donuts and coffee for the participants in the lobby, surrounded by the dealership's classic and contemporary Porsches.

Soon after, the outgoing D&D Chair, Glenn Havinoviski, rallied the volunteers and provided his orientation and safety talk to all the participants. By 9:50 am, the first of six groups, totalling 69 cars, made it down Ashburn Road to start our scenic 90-minute drive across Loudoun and Fauquier Counties, passing through scenic locales like Airlie Resort in Warrenton, all the way to Bealeton, VA.

Club members in another 30-40 cars met us at the winery; altogether some 200 folks gathered either indoors in the tasting room, or outdoors amidst a colorful display of old and new Porsches (plus the usual lonely Ferrari). Morais also opened up their on-site museum of their own sports, luxury and muscle cars... and a vast collection of Citroens! Of course, a special thank you goes out to Morais Vineyards who always treat PCA's event as a special occasion by opening up early, reserving parking for the PCA Potomacans, making their amazing auto museum accessible. Further, food trucks, music (inside this year!) and of course, wine were also available providing a variety of choices to all. But most importantly let's not forget the social aspect - 200 friends getting together in pleasant surroundings is always a guarantee for a good time.



A line-up of spectacular, member Porsches on a beautiful autumn day was bound to spark conversation. Photo by Steve Grumbach.



Clockwise from left: LeRoy Mills, Marilyn Mills, Jim Moser, Gina Moser, Beth Finkel and Steve Kaye. Photo by Glenn Havinoviski.



Clockwise around the table: David Osborne, Su Pankow, Rebecca Madvay, Konstantinos Panagiotidis, Roderick Hosang. Photo by Glenn Havinoviski.

This year's event was facilitated, as always, by a dedicated corps of volunteers, some who have done their first Drive and Dine volunteer stint at this very event, either this year, or in past years, and others who are now veteran volunteers and members of the Drive and Dine Committee. Special thanks to the following volunteers who served to organize our drive groups as leaders and sweepers: Larry and Beth Finkel, Mike and Jackie Peters, Jim and Gina Moser, LeRoy and Marilyn Mills, Chris Bowen and Ryan Carroll, Charles Mandolia (who pinch hit for Glenn's wife Nancie as the Group 1 lead car's navigator), Antonio Conceicao (a regular volunteer and group lead for this event who comes to us from the world of Club Race), Roderick Hosang and Konstantinos Panagiotidis, Jim and Marydonna Henry, Randy Smith and Shannon Miller, and Rally Committee Co-Chairs Cindy Choi and Emely and Patrick Winnert.

Thanks also to Past President, Diane Sullenberger, who made it to Intersport on her birthday to be with the group. DV



Drive & Dine Co-Chair, Glenn Havinoviski, checks his notes while leading the pre-drive briefing. He announced this would be his final D&D event as a committee chair. Photo by Michael Coppertithe.

RALLY



Driver, Marine Vet and PCA Members Rob Gionfriddo and navigator Jeanette Gionfriddo at American Legion Post 72, where donations were delivered.

PCA Potomac 2023 Veterans Rally: A Journey Beyond the Roads

Navigating Scenic Routes, Honoring Veterans, and Embracing Community Spirit

STORY BY EMELY WINNERT

PHOTOS BY CINDY CHOI AND EMELY WINNERT

Roaring engines, a sense of adventure, and a tribute to our veterans – this was the PCA Potomac 2023 Veterans Rally on November 18th. Five passionate participants embarked on a unique journey, blending the thrill of a road rally with a heartfelt salute to those who have served our nation.

The rally commenced at Porsche Chantilly, where the participants, (as it happens each driver is a veteran), gathered to kick off the event. But this was no ordinary start - it was a community affair. Porsche Chantilly arranged a Cars and Coffee event, gathering enthusiasts to bid the participants farewell. In the spirit of giving back, donations poured in for the American Legion Post 72 in Warrenton, Virginia.

New items, from shoes and belts to jackets and gift cards, were collected to support the VA Hospital, echoing the PCA Potomac's commitment to local charitable good works.

This rally challenge was about something other than speed records or reaching a destination swiftly; the objective was to navigate the scenic backroads, avoiding the monotony of the interstate. Armed with cameras, GPS devices, and a shared passion, participants set out to match the Rally master's mileage. The goal was to visit local Veterans of Foreign Wars (VFW) and American Legion posts, creating a unique and meaningful journey.



Rally Arrival at the Bavarian Chef restaurant in Madison, VA.



Veterans Rally winner Raymond McJonathan with Cindy and Emely, Rally Committee co-chairs.

The carefully curated route took participants through a tapestry of landscapes and historical sites. From VFW Post 7589 in Manassas to the American Legion in Orange, each stop held significance. A comfort break at the Sunoco gas Station in Warrenton provided a chance to refuel both cars and spirits, fostering a sense of camaraderie among the participants.

The rally wasn't just about the thrill of the drive; it was about connecting with local veterans' communities, thus honoring veterans along the way. VFW and American Legion became rally waypoints of gratitude and appreciation for the sacrifices made to serve the nation.

Participants eagerly awaited the winner's announcement as the rally concluded at the Bavarian Chef in Madison, Virginia. The coveted PCA Potomac Veteran Rally trophy awaited the top car that captured the essence of each location through photographs and recorded the closest mileage to the Rally



Porsche Chantilly staff and Rally organizers with the donation box: (L to R) Tati Salles-Katako, Ken D'Angelo, PCA Potomac, Cindy Choi, Jahangir Shahid, Emely and Patrick Winnert, PCA Potomac, Michael LaGuardia, and Zeb Rana.

master's. The prize wasn't just a token but a symbol of the shared experience, navigational prowess, and commitment to honoring veterans. The winner was Raymond McJonathan with 117 miles. The Rally master's route was 138 miles.

The rally wasn't just a scenic drive, it was a journey that paid homage to the pillars of veteran support – the Veterans of Foreign Wars (VFW) and the American Legion. Both organizations, with rich histories and distinct missions, play crucial roles in advocating for veterans' rights, providing community services, and actively contributing to the well-being of veterans and their communities.

The PCA Potomac 2023 Veterans Rally wasn't just about cars and roads - it was a celebration of community, camaraderie, and the shared commitment to honor our veterans. As the engines quieted at the end of the journey, the echoes of gratitude lingered, reminding us that sometimes the most meaningful journeys aren't measured in miles but in the connections forged along the way. PCA Potomac had again successfully crafted an event showcasing the Porsche community's true spirit and profound respect for those who have served. **DV**

TEEN DRIVING SCHOOL



A student learns car control on the skid pad.

Tire Rack Street Survival Class of 2023

STORY BY BILL DOOLEY AND DOUG HOUGH, TEEN DRIVING SCHOOL CO-CHAIRS

PHOTOS BY ERIC TREXLER

Remember when you learned to drive? Perhaps your parent(s) taught you, maybe a Driver Ed class at high school? (It certainly was not like a PCA DE!) Maybe you took lessons at some commercial driving school. We can guarantee that none of those were like the 3rd annual Tire Rack Street Survival (TRSS) program conducted by PCA Potomac on Sunday, October 29 at Summit Point's Washington circuit. TRSS is a national program that combines classroom sessions with instructed emergency maneuvering/driving techniques performed in a safe and planned learning space. Inexperienced drivers learn vehicle dynamics and experience how to control vehicles during unexpected situations that can occur in real traffic.

This year, PCA hosted 32 teenage drivers. Students arrived at 8:15 AM; instructors and volunteers arrived at 7:30 AM, on a cold day with intermittent showers. Not the favorite environment for teenagers, but that was part of the point. Most students were very cautious at the start, but by the end of the day they were handling the car control exercises

with skill and confidence and better situational awareness. The morning sessions involved: classroom sessions; skid pad, slalom, and ABS/emergency lane change. In the afternoon the stations were linked together by Course Manager Kevin Keaty and volunteers. The three on-track exercises combined to present, as they may in real traffic.

Students were guided by 19 of our best DE and AX instructors, termed In-car Coaches for TRSS. The coaches helped the students relax and concentrate on each exercise. Once the students progressed to be more comfortable, In-car coaches purposely distracted the students by asking irrelevant questions, playing with the radio, and even trying to show the student "amusing" videos on their mobile phones. The point of the distractions was to demonstrate how fast things can change, and what can happen when drivers are not "eyes' up" on the road all the time.

We have a lot of people to thank for their contributions to TRSS. First, the 19 instructors who gave up a Sunday in late



In-car Coach helping student learn controlled sliding on the skid-pad station.



TRSS Safety Chair, Dirk Dekker (with flag), and unidentified course marshall, observe a student on course at Summit Point.



PCA Potomac's TRSS Coordinator, Bill Dooley, with students.

October, after a long DE and AX season; many of them told us how much they enjoyed coaching these students, and were gratified that their student's driving improved so much, in such a short time. Second, the PCA volunteers like Registration Lead Jordan Applebaum, whose team registered students and collected waivers and Tech Lead Bill Calcagno, whose team inspected students' vehicles. National Instructor Rafael Garces, as always, was invaluable in leading four classroom sessions as well as assisting with course design. Our volunteers helped throughout the day, from picking up Panera breakfast for everyone, resetting the many cones that got hit, managing the driving exercise start stations and overall course safety, and even finding time to chat with parents. A special thanks to Dirk Dekker, the TRSS Safety lead, who was the first to arrive at the track in the morning and who was both the driving course marshal and the brave one who demonstrated the air-bag device deployments. Ed Devinney was the last to leave, helping pack up the cones and move the Autocross trailer to its home at Summit Point.

A final thanks to the parents who trusted us to keep their teenagers safe, and to teach them the skills to navigate the streets and highways of our region. They saw their kids morph from timid or inexperienced teen drivers into more confident, prepared, and aware drivers with experience on how to control their vehicles in less-than-ideal and unplanned situations in our safe environment.

With this third annual event, we are hoping that TRSS will be a permanent fixture on PCA Potomac's roster of events. Why do we do it? The national TRSS program (<https://streetsurvival.org/>) notes that a 16-year-old driver is 20% more likely to be killed in a vehicle crash than an adult. PCA Potomac and our volunteers are here to help reduce that statistic. Please contact either of us at streetsurvival@pcapotomac.org if you are interested in getting more involved with TRSS for the 2024 PCA Potomac season. DV

Once in a Lifetime...



Glenn and Nancie navigate the Tail of the Dragon in their new 911T. Photo by 129photos.com.

Picking up my first 911 at the Porsche Experience Center in Atlanta and taking the long way home

STORY AND PHOTOS BY GLENN HAVINOVISKI

I bought my first Porsche in 2008. It was a custom-ordered base-model Cayman, in Ruby Red with Sand Beige interior. It was one of the last 5-speed manuals and had the optional PCM with some 30+ buttons, and what looked like hand-drawn navigation maps. Its go-kart-like handling, voluptuous but unusual (at the time) lines, and small but revvy 2.7litre flat-6, served as my introduction to the genius of Zuffenhausen (despite the car having been assembled in Finland). The Cayman carried me to my initial generation of PCA events, mostly brunches, but also some PCA fun runs to Summit Point, where it took its share of parade or charity laps), to Point of Rocks, the Nemaquin resort in Pennsylvania, and German restaurants in the depths of Hagerstown. Early on, we took a long jaunt to meet up with the few, the proud, the Cayman Register people at Lime Rock in 2009, taking laps around the track, and meeting famous drivers John Fitch, and Skip Barber (yes, those ones).

In retrospect, the tiny 987.1 Cayman was in some ways not unlike the old 911s I'd long admired (mid-engine design of course neutralizing the more infamous traditional 911 handling characteristics). A few track rides in air-cooled 911s (and a track day in Las Vegas piloting a modern GT3) solidified the 911 as a bucket list item for me. About 10-15 years ago, you could go to the Hershey swap meet and a 1970s-vintage 911 in good shape with solid mechanicals could easily be had for under \$30,000. "Coulda-woulda-shoulda" was always on my mind.

But as I began leading more PCA Drive and Dine events, eventually serving as Drive & Dine chair, the tiny analog 5-speed Cayman gave way, not to a new or used 911, but to a new 2017 718 Boxster S in GT Silver. It had all the luxury goodies, PDK (as it was a daily driver), two-tone black and Bordeaux red interior, legendary handling (if noticeably less go-karty than the 987.1), and a torquey and aggressive,



Glenn's car in the Zuffenhausen factory elevator, already fitted with its Goodyear Eagle F1's. Photo by PCNA.

if rather atonal and flatulent-sounding turbo 4. Three years later, my wife Nancie moved on from a VW Tiguan to her own Porsche Macan.

The World Changes

The pandemic made my car a non-daily driver, although we managed to pull off some furtive jaunts with a few PCA friends, despite the supposed lockdown bans on "non-essential" travel. We also led a pair of dramatic drives at the PCA Treffen event at Greenbrier in fall 2020 (encountering a bear at the side of the road in one case), and a few more socially distanced PCA Potomac Drive & Dine activities.

The pandemic fallout also changed the Porsche market, which by 2022 had gone bonkers as an allocation for a new 911 or 718, even a non-GT model, became akin to a winning Powerball ticket. Some three to four-year-old 911s along with GT models were selling for the same or more than new. One cause was a combination of supply issues like parts shortages, logistics, and a war in Ukraine. But the other cause was the magical discovery by Porsche AG and its dealers that people will buy new Porsches for full price or more, without any vehicles in stock, or without even a test drive, and that the optimal production should be "one vehicle less than demand".

Despite the difficulty for most customers of acquiring a new 911 or 718 model at any price, Porsche kept rolling out limited edition GTS Americas, Heritage Editions and Sport Classics, plus hard-to-get GT3 Tourings, Spyders, Turbo S's, and both GT3 and GT4 RS models, cars that would often wind up in the hands of people who already had unobtainium such as 911R's, 918's or Carrera GT's, or who didn't flinch at \$50k or \$100k dealer mark-ups. All this while several of my friends in PCA have had to wait literally one to two years to get their Cayman GTS 4.0's, or 911 S or GTS models.

For some time, I had heard rumors of the return of the Carrera T (introduced in the 991.2 as a value package featuring many sports options as standard with a few styling touches to differentiate the car). The glowing reviews of the 992 Carrera T upon its press introduction last fall (notably focused on the 7-speed manual, the handling, and the engine sound and responsiveness) caused me to decide in mid-February



Glenn and Nancie at the unveiling. I mean come on; how long can you wait?

2023 to try my hand at getting an allocation from Porsche Tysons (who have sold me all my other Porsches), figuring it would be a while and maybe even never. The initial response was, there might be about a one year wait, and there were a couple people ahead of me on the list. Well, three weeks later, I received a Thursday night phone call from Pat Driscoll at Tysons saying, I had a June build on the calendar if I wanted it. With some friends elsewhere in the US still waiting after 1-2 years for their 911 allocations, I felt an ever-so-brief tinge of guilt before saying "Yes". Having eschewed the Porsche Experience Center (PEC) delivery on the Boxster because the model in the showroom was close to what I wanted, I decided to not skip it this time.

My Time Had Come

Fast forward to the last week of September (after tracking the car through production), I traveled with Nancie to Atlanta, to the Kimpton Overland Hotel, which adjoins the Porsche Cars North America (PCNA) headquarters, which was lit up at night like some postmodern Oz.



PCNA Headquarters, Atlanta.



Historic and significant cars at PCNA.

The Thrill of The Porsche Experience

The next morning, we walked through the gate onto the PCNA grounds, along a walk which led us past a variety of modern Porsche models parked at the front of the building. The Porsche Experience Center (PEC) is within the PCNA complex, and contains a greeting desk and pleasant staff, where our badges were waiting, permanently laminated with our correctly spelled names and the configurator picture of the car. We were greeted at that point by Ross, the PEC delivery specialist, along with Justin, who would later serve as the "instructor" out on the PEC track facility adjoining the PCNA building.

Justin led us on a tour of their basement mini-museum, featuring historic and limited-edition modern Porsches, and a few of their race cars, along with the lounge where cars can be ordered, and configured in a Rainbow of paint-to-sample colors and custom interior looks. Ross was prepared for us in the New Delivery Lounge. The Lounge had refreshments, a desk where a little bit of additional paperwork was signed, and the delivery room, with glass garage doors, where both our car, and the afternoon delivery car (also a Carrera T) sat under black tarps. PEC – Atlanta does but two deliveries a day, which helps to explain the often-long wait times to get a delivery opening.

Nancie and I unveiled the car, rolling the tarp back to reveal the Carrera T, just as it had appeared on the configurator, resplendent in Gentian Blue Metallic, with black interior featuring embossed 911 logos on the headrests and checked cloth inserts on the Sport Plus seats. The optional shark blue seat belts, and dash / console trim in Gentian Blue broke up the black nicely. After a brief orientation, the garage door opened and I was able to fire up the car for the first time, the amazing flat 6 tenor exhaust note becoming throatier when we clicked on the sport exhaust toggle switch.

Ross then left us with Justin while he took the car for some photo sessions around the PCNA campus and affixed the Virginia plates on the rear. As part of our delivery, we get 90 minutes of track time with a similar car, in this case a Carrera S model with PDK set to manual mode. I took 60 minutes and Nancie got 30 minutes. Justin, who has extensive experience racing Carrera Cup and rally cars, took me first.

As the newer, larger, west track facility was in use for testing activities, we had the smaller, original, and tighter track, which allowed me to appreciate the subtle differences in handling between my two former mid-engine platforms, and the 911. It is more subtle these days, owing to the enormous grip of the wider tires and wider track that is now shared between all 911 models, which neutralizes much of the quirkiest behavior. More throttle means slightly more understeer, with less or no throttle allowing for more rotation, meaning you brake or let off the throttle just a tad before the turn, and then power the car through the turn. All good advice for tackling Tail of the Dragon a few days later. Obviously, someone like Walter Röhrl or Patrick Long can explain it better than me.

Justin encouraged me to drive the car a little harder than I would have otherwise tried, despite the small, tight track. The car pretty much does what you want, though you get the sense the limits of a modern 911 are so high, it becomes a challenge to break it loose. Justin took me for a lap himself at the end to show just how hard one can drive that track. On the straight, I was encouraged to give it as much throttle as possible and then brake hard to do the 90-degree turn, a demonstration of 911 braking. The three other facilities included the ice/kickplate facility, where you drive the car on a waterlogged surface at mid to high speed, and a plate folds out of the pavement to kick the car in one direction, with the goal being to correct the steering and power straight out. I think I did 2 out of 5 on that (the rest resulting in pretty nifty



Stopping for some lunch and a photo opp in Blairsville, GA.



Photo by 129photos.com.

180s). The autocross track was just that, driving around and between the cones as quickly as possible – an exercise Nancie enjoyed when she got her turn with the car. The most fun one was the skid pad, where we could make the 911 behave like a moderate whirling dervish, while maintaining control of the spin.

Following lunch in Restaurant 356, it was time to head downstairs where our car was waiting in its special parking space. That night, we stayed with Nancie's niece and nephew, Brooke and Randy, and took in the Braves at Truist Field, playing the Cubs in a late-season match-up; it was my first time seeing a game in Atlanta in 29 years (in their former Fulton County Stadium venue). Still plenty of tomahawk chop moments, though; Atlanta pretty much ignored the memo Washington and Cleveland got.

Home to NOVA

Our first driving day followed a route Brooke and Randy suggested – the Shutes Loop, which encompasses US 19 heading up north toward the North Carolina border. It was not only winding and mountainous, but thanks to the multiple lanes, also very fast in places, with good pavement, offering an excellent chance to exercise the 911 T in Sport Plus. While I was abiding by the break-in regimen (maximum 4000 rpm), the torque and the speed in each gear you can achieve at 4000 is more than enough to create great enjoyment along these beautiful highways. After stopping over Blairsville, Georgia, for a quick lunch, we overnighted in Robbinsville, NC. Unfortunately, they had little to offer for dinner and we ended up a few miles away at Waffle House. But Robbinsville was conveniently located just 20 minutes south of Deals' Gap, where Tail of the Dragon begins.

We managed to get on US 129 around 7:30 on a Saturday morning and the Tail was empty in our northerly direction, allowing us to gain fine momentum in Sport Plus and generate

numerous photos courtesy of roadside photographers killboy.com and 129photos.com. We grabbed a few of the online photos when we stayed that evening in Asheville NC, and so our drive there is documented for eternity.

I was actually more impressed with a less popular route, Foothill Parkway, which is a more modern road that is nevertheless, incredibly beautiful, and probably a safer design, with nice turnouts for photo opportunities.

Our backroad driving complete, we put the car onto I-40 (an altogether better alternative than driving it through Atlanta), which is one of the windiest, hilliest Interstates between east of Pigeon Forge TN and Asheville NC. Unfortunately, my former assistant at two different firms had come down with the flu, so we weren't able to connect there, but we did find some good barbecue and got to explore downtown Asheville, as well as the outer grounds of the Biltmore Estate (now at an outrageous, Disney World-esque, ticket price).

Sunday was our long drive home, after a decent breakfast at the Holliday Inn West in Asheville. Magically, we avoided both I-81 and I-95, sticking with US 29 all the way from I-40 back into Northern Virginia, making good time, getting good fuel mileage. Courtesy of a 23-plus gallon tank and 28 mpg on the highway, 600-mile ranges for long trips are a distinct possibility in the Carrera T.

It's been two months and a little over 2,000 miles since picking up the Carrera T. Since, we have both taken it to the Boardwalk Reunion in Ocean City NJ and led the Morais Winery Drive. To say the least, the 992-generation Carrera T never fails to put a smile on my face and distills the essence of Porsche better than any car I've owned. Flat six, familiar shape, perfect dynamics. And the experience in picking the car up and driving it back will last a lifetime too. **DV**

The Mountains Called...So We Went





Jeff and I on the inaugural run.

Left: Andrew's "Penny" in front of the Hotel Belvedere. Sadly, now abandoned, it sits in the center of a hairpin turn at 8,000 feet on the Furka Pass, Switzerland. Bond movie fans will recognize the hotel from scenes in Goldfinger. (Beware, James – the blonde in the white Mustang convertible may be around the next bend!)

The 2022 Alpine Gumball 1000

STORY AND PHOTOS BY ANDREW HUBBARD

The Momo wheel was light in my hands as Penny, my 1984 3.2 RoW Coupe, and I climbed the 8% grade, narrow, switch-backed road to the top of Stelvio. With most of the weight in the back, Penny preferred to climb rather than descend. Hairpin after hairpin—hard on the brakes coming to the curve, flick the wheel to lock, full power at apex to bring the tail around, shoot out of the turn, then straighten and stay on the throttle until the next switchback, and do it all again. The 38-year-old car provided fantastic feedback when I executed properly, letting me maintain momentum...and second gear. Thankfully, my car group and I had discovered driving perfection, and there were almost endless opportunities to get it right. This was my second trip in as many years to drive the Alps, and I was hooked.

Living in Germany since 2018, I was vaguely aware of the legendary Alpine passes that are only open six months or so every year. The pass names sounded mysterious and intimidating, and feature in gushing car reviews and all-inclusive driving vacations advertised in Panorama: Splügen, Stelvio, Furka, Susten.. My first experience with one of these legends was with the Splügenpass in 2019, in our fully loaded 2015 Volvo V60 headed to Lake Como, Italy. I vowed to come back with something more fitting and with a passenger seat that provided less feedback.

Fast forward to 2021, and my friend Jeff was about to move back to the States, but first wanted to exercise his very modified Lotus on some of the same roads he had ridden shotgun over during a vintage Alp rally two years prior in his father's vintage British something or other. Despite an open invitation to the Oversteer group (see DV April 2021 issue), it was just Jeff and I for the inaugural run. We set out from Stuttgart on the Friday before the just-declared Juneteenth holiday weekend, and managed 25 Alpine passes in 2.5 days of driving, including the Stelvio, Gavia, Umbrail, Bernina, and Splügen Passes. Each pass generally has an associated sticker at the restaurant or swag shop at the top, so Jeff and I began collecting them, like battle streamers for a war flag.

EDITOR'S NOTE

Andrew Hubbard is a Potomacan serving with the US Army and lives near Stuttgart, Germany. We were introduced to Andrew in DV back in April, 2021 so we thought we'd share an update on his more recent adventures with fellow Porsche enthusiasts. (The April 2021 issue of DV is available in the magazine Archives section on the PCAPotomac.org website.) As you'll see his Porsche driving experiences across stunning landscapes continue...



James' sticker haul.



Putting the tea tray to use during a driver's brief to explain the route.



Classics on the north side of the Stelvio Pass; from left to Right: 997.1, 968CS, 964 Turbo, 968 CS, and '84 911.

Although it was exhausting - Penny's odometer showed an even 1,000 miles round trip from my house southwest of Stuttgart upon my return - it was the most epic driving experience I have ever had. I was addicted, so naturally I started plotting another...what would become the "Alpine Gumball 1000" was born.

Planning for the June 2022 run began in April, with interest solicitation, car preparations, and some route ideas thrown out to both the Oversteer (all cars) and Porsche Club of Stuttgart Groups (I started the latter group due to gripes from other marque owners regarding the large volume of Porsche content in the former; as of Nov 23, we are 40 members and growing!). Turnout in 2022 was much improved, probably no doubt fed by the envy Jeff and I stoked with the 2021 pictures. I was charged with route planning given my "veteran" status; thankfully, a good friend ("Corrado" Robert) handled lodging reservations for us; it was a good split effort, with some lessons learned for next year. We ended up with eight cars and 14 people, including a 991.1, 997.1, 964 Turbo, two 968 Club Sports (!), a VW Corrado, Penny, and a late model BIO Alpina.

Day 1 took us back to Stelvio Pass (Italy) via the Umbrail Pass (Switzerland); this section of the trip was such a highlight in 2021 that I felt I had to share the experience with a larger group. Given the mid-morning start and approximate five-hour drive from Stuttgart, these were the only passes we managed on Day 1. The upside was that we arrived at the top of Stelvio at 1630 or so, with very little traffic to contend with as we descended the northern side, turned around, and slalomed our way up the tight switchbacks. The Stelvio also offered a repeat of my favorite photo opportunity from last year, but this time with a full collection of classic Porsches. We stayed the first night in Bormio, Italy, which is a beautiful town and great place to base from for Day 2.

We dined and quickly bonded as a group at a fantastic restaurant, which was another indication that although we were a diverse group of car owners (ok, mostly Porsche folk), the PCA motto proved correct: it really is about the people. Without discussing it beforehand, most of us, including both 968CS owners James Carter, also from Potomac Region, and Aaron and Minta Miller, Chesapeake Region are also PCA members. Although we do not have a sanctioned PCA Chapter in Germany for the mostly DoD-affiliated Americans that live here, informal groups and trips such as this fill a gap in our car lives.



Coming up Grimsel Pass; Furka slices its way up the mountain in the background. Photo by David Ringel.



Day 1 dinner; the author is second from right in his favorite driving shirt.

Day 2 involved weaving our way to Airolo, Switzerland via the Gavia (Italy), Bernina, Majola, Splügen, and San Bernardino passes (all but the former are in Switzerland). The northern side of Gavia is a bit uncivilized, but is really fun, with some straights and small but tight turns to break up the relentless switchbacks that characterize passes such as the Stelvio. If the north side was uncivilized, the south was downright wild. To start, it was the first day the Italians had opened the road since winter, presumably due to road works to repair winter damage. Second, half of northern Italy was trying to cycle up the narrow pass—one lane in some places—while motorcycles and cars attempted to descend. It was terrifying at times, and we were glad to be down safely and unscathed, except for the GoPro affixed to the 997, which an unfriendly cyclist dislodged. The other passes were all fantastic, but of particular joy was San Bernardino, Switzerland which we hit towards the evening. We were again fortunate to find very little traffic, no cyclists, and no motorcycles; after a long but fun day, we had found pure driving bliss in the cool Swiss afternoon. We took the Swiss Autobahn to the hotel, had another merry dinner, and turned in.

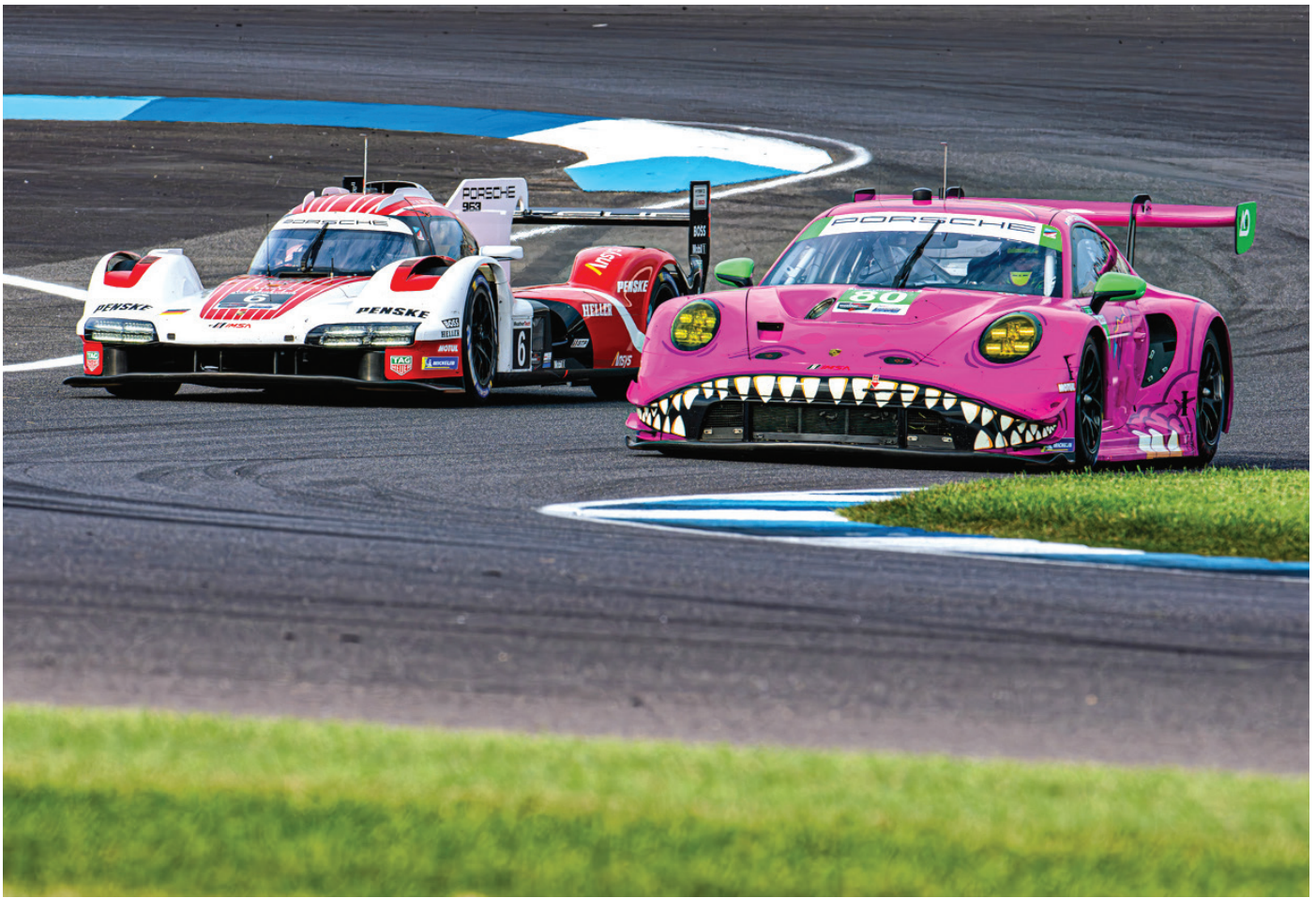
Day 3 broke all too early, but we ate a quick breakfast, cleaned windshields, and got straight to work. First up was the San Gottardo pass, which was the widest pass to date, offering flowing lines, a few wide switchbacks, and a nice coffee shop at the top. Next was Furka Pass, site of the famous Hotel Belvedere, featured in the James Bond movie “Goldfinger.” We took our time with this one, shooting some video and getting plenty of pictures.. and of course we stopped and gathered souvenirs. Grimsel Pass, Switzerland is adjacent to Furka Pass; we paused for another good photo opportunity halfway up the pass, lunched at the top, and finished out the day with Susten (absolutely amazing), Oberalpass (thrilling), and Klausen (hot, narrow, and crowded) before the long drive home.

By the time we reached the top of the Klausen, you could tell we were about spent; the sun at altitude in Northern Europe in the summer is very direct; it was hot, and at least 3 of us did not have functional A/C. Most of us were quite ready to trade keys for David Ringel's Alpina. Penny was also ready for cooler driving; the oil temps generally reach mid-way up the oil temp gauge during uphill pass runs, as the engine is working hard and the air is thin. Towards the top of the Klausen, with the slow speeds, thin air, and heat I was edging towards the top white line. We had a fun descent, but were happy to be back on the highway.

Despite Ritchie's prediction (the Corrado's co-driver, a chief machinist at Daimler, and an incredible mechanic/fabricator), all of the cars returned safely, with zero mechanical issues over the approximate 850-mile trip.

I noted there were two non-Porsches at the event.. in a prologue, I am happy to report that David Ringel, the Alpina driver, purchased a lovely 718 Cayman GTS within two weeks of our return, and Robert purchased a beautiful Guards Red 718 Cayman T. I guess Porsches really are contagious!

Stay tuned for a write-up on the 2023 Alpine Gumball trip to the Dolomites in an issue of DV coming soon. We are already throwing out ideas for the 2024 Alpine Gumball 1000, which is open to any marque, but I suspect we will have more Porsches than not. If anyone would like to join us, please contact the author! **DV**



Race winner Porsche Penske Motorsport 963 No. 6 and AO Racing in GTD Pro class Porsche 992 No. 80 GT3 "Roxy".

IMSA BATTLE OF THE BRICKS: PORSCHESUCCESS

STORY AND PHOTOS BY KEN MARKS

INDIANAPOLIS — Let's start by putting this event in perspective. Once the Indy 500 is over, the Indianapolis Motor Speedway (IMS) switches gears for another tradition. The "IMSA Battle on the Bricks", a sports car racing event, has returned after nearly a decade-long hiatus.

Doug Boles, president of the IMS, shared the speedway's efforts to build on its reputation as one of the greatest racetracks in the Midwest, saying "We've wanted to have the IMSA Battle on the Bricks back at IMS". Boles explained that sports cars in the IMSA WeatherTech SportsCar Championships bear similarities to IndyCars, making them relatable for IndyCar fans (the main fanbase for the Speedway).

Speaking about the return of the Battle of the Bricks before the event: "The IMSA Battle on the Bricks will feature prototype cars that are nothing short of exceptional," Boles said. "They resemble IndyCars and Team Penske will be running Porsches. The big Corvettes will also return to race at the [Speedway]. Many renowned teams, including Ganassi, will participate in the competition."

According to Boles, a new feature of the event is the unique opportunity for fans to camp in the infield throughout the weekend. "To host a NASCAR race, the Indy 500, and now include a sports car race that features these incredible prototypes brought by WeatherTech, truly showcases the fact that this is the greatest racetrack in the world," he said.



Second place finisher in GTP Porsche Penske Motorsport 963 No. 7.



GT3 Cup No. 74 MDK Motorsports Porsche of Jimmy Llibre crosses the infamous Indy bricks.

These comments highlight the importance of the IMSA event to the Speedway.

The race did not disappoint. I attended as a guest of Penske Porsche through the courtesy of one of the local Penske Porsche dealers. It was a pleasure to be back in Indianapolis. My last visit was to Porsche's Sportscar Together Fest in 2022.

In addition to the IMSA Battle of the Bricks, there were Porsche Carrera Cup, Lamborghini Super Trofeo, and Michelin Pilot Challenge series (a 4-hour event) races.

Porsche Penske Motorsport came out on top in the Battle on the Bricks, with Nick Tandy and Mathieu Jaminet leading a 1-2 finish for the pair of factory Porsche 963s.

The No. 6 Porsche of Jaminet took an early lead after pole-sitter Matt Campbell (in the No. 7 Penske Porsche) locked up the brakes at the start of the two-hour and 40-minute contest but settled into second through the opening stint.

An apparent miscommunication with both of the Porsche Penske entries, however, saw the No. 31 Action Express Racing Cadillac V-Series.R of Pipo Derani take the lead after the first round of stops under yellow, which saw IMSA race control wave Derani by due to both Porsches not adhering to wave-by procedures in a "timely manner."

But about 40 minutes later, with 62 minutes remaining, Derani locked his wheels and overshot Turn 1 while leading in the No. 31 Whelen Engineering Cadillac Racing Cadillac V-Series.R. Both the No. 7 and No. 6 Penske Porsches, in close pursuit, slipped past to take the top two spots. Tandy then challenged teammate Nasr for the lead in a spirited joust over a handful of laps, with Brazilian driver Nasr clinging to the top spot.

Pit strategy then played a vital role in ensuring the victory for Tandy and Jaminet. With 46 minutes remaining, Nasr (No. 7 Porsche) pitted for the last time, elevating Tandy (No. 6 Porsche) to the lead. Tandy pitted one lap later in an "overcut" strategy that worked perfectly. Nasr went wide and into the grass in Turn 7 on cold tires during his out lap after his final stop, and quick service by the Porsche Penske Motorsport crew on the No. 6 car helped Tandy exit the pits with a healthy lead that he never lost.

That lead grew to 8.057 seconds with 35 minutes left. But it wasn't a stroll on easy street to the podium for the two Penske prototypes in the closing laps, as the speed differential between the five classes in WeatherTech Championship competition created some exciting moments in traffic for both cars.



Kelly-Moss Racing 2023 Porsche 911 GT3 R. Raced in GT3 Cup piloted by Efrin Castro it won the Pro-Am class. Work completed and track ready, crew member Theodoros Papadopoulos looks on.



Porsche Penske Motorsport 963.

Nasr had a close call with about 10 minutes remaining, making contact in Turn 7 while lapping the No. 54 MLT Motorsports Ligier Le Mans Prototype 3 (LMP3) car driven by Dakota Dickerson.

In the end, Tandy took the No. 6 Porsche to a 17.421-second win over the sister No. 7 entry of Felipe Nasr.

The Action Express Cadillac No. 31 faded to a fourth-place finish with Alexander Sims completing the closing stint. Sims overcame a brake lock-up that forced him into an escape road with 29 minutes to go.

Up front, it marked the third IMSA WeatherTech SportsCar Championship victory of the season for Porsche Penske Motorsport and second consecutive following Nasr and Campbell's win last time out at Road America. It doesn't get more "Penske perfect" than the inaugural TireRack.com Battle on the Bricks.

Additionally, it was the first 1-2 finish for the team in the new GTP era.

The No. 25 Team RLL BMW M Hybrid V8 of Connor De Phillippi and Nick Yelloly completed the GTP podium in third, with the Ricky Taylor and Filipe Albuquerque-driven No. 10 Wayne Taylor Racing with Andretti Autosport Acura ARX-06 completing the top-five.



Nick Tandy and Mathieu Jaminet's Porsche Penske Motorsport No. 6 963.



GT3 Cup Line-up.

Sixth went to the No. 60 Meyer Shank Racing Acura, followed by the No. 01 Chip Ganassi Racing Cadillac, which was turned around by the No. 24 BMW of Philipp Eng at the start that required a new nose and right-rear tire for the Cadillac.

While the No. 24 BMW later lost ground with electrical issues, the privateer Porsches from JDC-Miller Motorsports and Proton Competition were eighth and ninth, respectively.

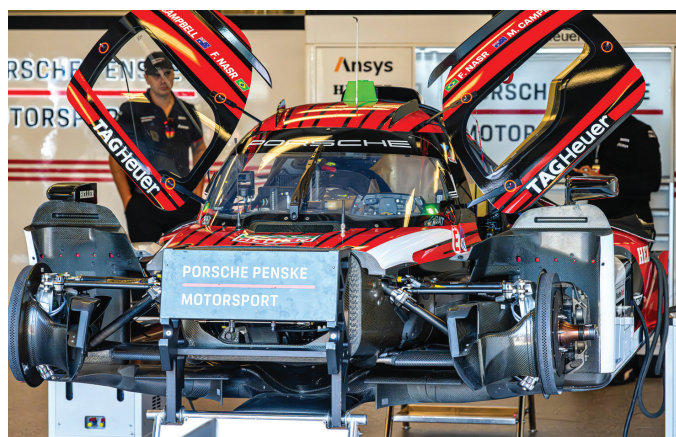
"Man, we just won at the Brickyard," Tandy said after the win. "Awesome. Penske's home ground, a massive race for Porsche and Porsche Penske. Just mega. What a drive by this guy (Jaminet)."

In the other four classes of racing, Steven Thomas and Mikkell Jensen drove the No. 11 TDS Racing ORECA to victory in the Le Mans Prototype 2 (LMP2) class by 19.909 seconds over the No. 8 Tower Motorsports ORECA of Dan Goldberg and Louis Deletraz.

Wayne Boyd and Anthony Mantella guided the No. 17 AWA Duqueine to victory in LMP3 by 12.755 seconds over the No. 74 Riley Ligier of Gar Robinson and Josh Burdon.

Daniel Juncadella and Jules Gounon drove the No. 79 WeatherTech Racing Mercedes AMG GT3 to GTD PRO victory by 4.394 seconds over the No. 23 Heart of Racing Team Aston Martin Vantage GT3 of Ross Gunn and Alex Riberas.

Russell Ward and Philip Ellis capped a stirring race for GTD honors in the No. 57 Winward Racing Mercedes AMG GT3, beating the No. 78 Lamborghini of Spinelli and co-driver Misha Goikhberg by 1.268 seconds. Those two cars and the No. 1 BMW of Sellers engaged in a spirited duel for the class lead late in the race, complete with contact between Ellis and Spinelli.



Penske Porsche 963 No. 7 in the garage.

Ward and Ellis' win also completed a weekend sweep for Winward Racing, which also won the 4-hour Michelin Pilot Challenge series race Saturday evening with drivers Daniel Morad and Bryce Ward, Russell Ward's father.

I will be back next year. I understand the IMSA Sportscar Championship will be a six-hour race ending in darkness. The race did not disappoint. I attended as a guest of Penske Porsche through the courtesy of Chantilly Porsche. It was a pleasure to be back in Indianapolis. My last visit was to Porsche's Sportscar Together Fest in 2022. **DV**



LEARNING TIME

Martin's Cayman S race car. (Bigger than Anthony's BMW - who knew?)

STORY AND PHOTOS BY MARTIN HARRISON

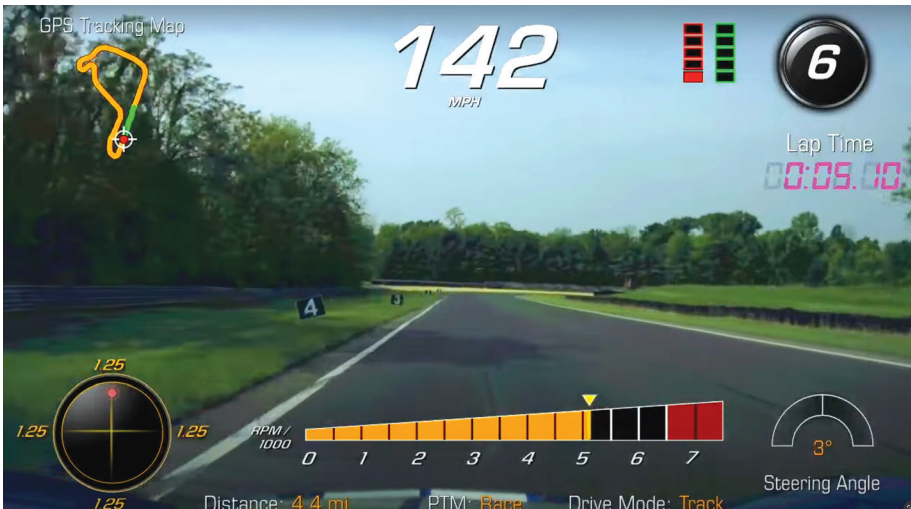
Having driven the Porsche 944 in Driver Education (DE) events for a number of years, I have become accustomed to mechanical failures; after all, the platform is 40 years old. I have been towed so many times that I have become good friends with Bill Smith, our course Marshall. Nothing I had previously done however, had prepared me for my latest experience.

First of all, I ditched the 944 in favor of the Cayman S platform. The car was highly modified for track use (roll cage, etc.) so it was safe and fast. I love the car and was beginning to learn how to put up a pretty good time when a dreaded, mechanical failure struck.

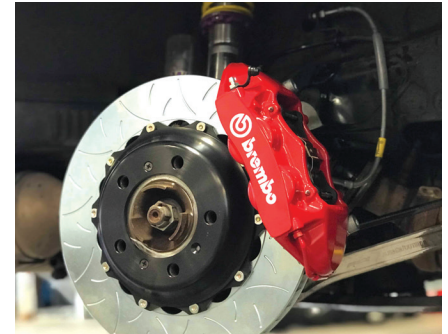
Part of the greatness of a DE is that you are instructed to do all of the things that a car can do. I learned trail-braking, throttle steering, the line, threshold braking, and the like, but

we didn't learn much about what to do if the car cannot, or does not, do what it is supposed to do. I truly didn't give it a ton of thought. My experience told me that any mechanical issue makes the car slower, so the worry was generally, just to get out of the way. However, this particular failure was a new problem, and when people ask me to recant the story, they always ask the same questions. So, I thought I should share this experience with my fellow DE enthusiasts.

As I sorted my car, I was beginning to make about 140mph down the front stretch at Summit Point. At the end of the straight, there is a 180° turn which puts the brakes to a test. In my case, they failed the test! So here I am, 140 mph with serious concerns about how to get this thing stopped. Obviously, making the turn was out of the question. It was time to start thinking about a plan B.



Not a comfortable moment to realize you have no brakes!



The Brembo brakes weren't the problem. The plumbing to the brakes on the other hand.

This is where my experience can help others. I encounter two types of people when I tell my story. The ones who begin to ask me questions like, "What did you do?!" and the ones who begin to tick off their own plan B to see if it matches mine. Most of the plan Bs are very similar. Many will work, but my particular plan B went like this.

First, find a place to go. You cannot go where you want, so pick a new destination. Preferably not into anything too solid. The people who designed the track have given this some thought, and have some options available. Look for them the next time you are having a cool-down, or yellow flag lap. I had two options. Pea gravel (like the run-away ramps on the freeway) and a service road. Upon my subsequent research of the track, the service road is located at that spot for that reason. Good choice. The second part of plan B is finding a way to slow the car without brakes. Pumping the brakes is always the first choice, but when that doesn't work, we must do something else.

Oh, but to be in the 944 again. It is equipped with an emergency brake. This brake works by a steel cable and does not rely on the brake fluid that the rest of the car uses. Alas, this was not an option on the Cayman. I do not know if there was ever an old-fashioned emergency brake on that car, but if there was, it had been removed (so I could go faster, of course). Many of the newer cars have the emergency brake button. No good for this problem.

So once again, I needed a back-up plan. Fortunately, I have a standard shift car. The gearbox slows the car a great deal as you downshift. It is important not to go too quickly into a tall gear so as not to damage the engine or lock up the rear wheels. Surprisingly, this method did not slow the car fast enough and I soon found the destination of the service road; the skid pad. This is the point of the story in which sheer luck began to play a major role. The skid pad had no students on it

at this time. There was an instructor on the pad, and he got to see the spectacle of what I was attempting to do. If it wasn't for this eye witness, I could tell the story as a superhero driver and stray from the truth a bit, but now there is someone to point that out, so I cannot embellish.

I set the car sideways. The wheels don't go that way too well so this move provided the last bit of braking necessary to regain control. Once the car stopped, I drove over to the instructor, only to be reminded again that I had no brakes. The second time seemed a little stupid to be honest, but a U-turn later, I was where I wanted to be. He laughed at me for the comical entry to the skid pad and offered me water as he called the control tower to tell them I would likely need a tow (and a clean pair of pants).

Bill and I were reunited for a casual drive into the paddock using roads I had never been on before. We discussed plan B and he regaled a similar story to mine in which he used a similar plan. This brought me to the disappointing conclusion that mine was not an original plan, but rather me simply using the tools the track provided to make me safe.

The three things I learned from this experience that I want to share is this:

- Check your car thoroughly. I had mine shop-teched, and brought it through the track-tech to get my sticker. They always check and double check the brakes, but they don't remove the wheels and look at the brake lines. There is a lot of pressure on that plumbing and it should be treated with respect.
- Have a plan. The story takes a while to read, but it was very short-lived. A plan ahead of time gives you the confidence you need for the situation.
- Pack extra shorts. That part of the journey is quite involuntary. DV

From the Archives of Der Vorgänger

From time to time, we'll take a look back at interesting items that appeared over the 60-year history of DV. This item was in the February 2010 issue... answering a question (sort of) that many have asked over the last 13 years. DV



derVorgänger February 2010 Cover.

OCT
2023



New Potomacans

OCTOBER

ANITA BAARNS

2015 911 Turbo S
from Round Hill

JOHN BAYLOUNY

2023 911 Carrera GTS
from Alexandria

PAUL BELNAP

2012 Cayman R
from Alexandria
Transfer from Mid-South

JASON BRAATEN

2001 911 Carrera Cabriolet
from Stafford
Transfer from Oregon

GARY CHURCH

2001 911 Turbo
from Wilmington
Transfer from Hurricane

MARK COWAN

2003 Cayenne S
from John's Island
Transfer from Palmetto

ROBERT DEVINE

2002 Boxster S
from Silver Spring

BOB GARRETSON

1959 356
from Warrenton
Transfer from Golden Gate

JACOB HAWORTH

2001 911 Turbo
from Vienna

SHAWN HENSON

2024 911 Carrera GTS
from Washington

JOSH JACOBS

1985 944
from Potomac

GEORGE KAHLER

1999 911 Carrera
from Purcellville

GEORGIOS KATSANIS

2023 911 Carrera S
from Potomac

BOB LACKEY

2024 718 Boxster
from Hamilton

LEWIS LEMON

2000 911 Carrera
from Ocean City
Transfer from Delaware

ZACHARY MADRIGAL

1976 911S Targa
from Fairfax

STEVEN MAIR

2022 718 Boxster GTS 4.0
from Great Falls

OTTO MATHEKE

1986 928S
from Millersville
Transfer from Chesapeake

ROY MCINTOSH

2017 Macan S
from Nanjemoy

FRANK MROZ

1996 911 Carrera 4 Cabriolet
from Vienna

MATTHEW NORVILLE

2003 911 Targa
from New Market

BRIAN PETRIE

2017 Macan Turbo
from Alexandria

DAVID REILLY

1983 911 SC
from Haymarket

JACK REIMANN

2014 Boxster
from Fairfax

TATIANE SALLES-KATAKO

2024 Cayenne Coupe
from Ashburn

MARC SALIT

2002 Boxster S
from McLean
Transfer from Golden Gate

NEIL SANDHOFF

2019 Macan GTS
from Gainesville

ANTHONY SANGANETTI

1983 944
from Roanoke
Transfer from Blue Ridge

TOM STEVENS

2013 911 Carrera S
from Clinton

MOHANNAD YOUSEF

2018 Panamera 4
from Reston



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NOVEMBER

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Raymond & Brenda Curts
Robert Mazziotta & Donna Cassata
Bob Luther
Thomas & Elizabeth Loggia
Stefan Cottle
Vince & Alexis Vlasho
Steven Foertsch & Laura Pinsky
Joseph Butz & Ally Bahich
David Decker

10 YEARS

Edward & Grace Novak
Michael & Pat Kaunitz
Donald & Nancy Devine

15 YEARS

Earl Zastrow

20 YEARS

Michael Goldser &
Richard Goldsher
Eric & Janine Wohlrab

25 YEARS

John & Julie Connolly
Peter & Benjamin Kaufman
Wesley Nicolas
George & Ellen Bierlin

30 YEARS

Peter & Nancy L.R. Grenier
Henry & Patricia Sobel
Steve Hunt & Marlene Miller

35 YEARS

Levator Norsworthy



Call for Porsche Automobilia

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

SEND US YOUR AUTOMOBILIA

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

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DER VORGÄNGER

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

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

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

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

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

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

ADVERTISERS' INDEX

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



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Two Potomac Chief Instructors Heel & Toe for 2024

STORY BY ALAN FRENCH

PHOTO BY KENNY KONG



Chief Instructors, Don Mattran and Steve Wilson, receive signed helmets from fellow DE drivers, instructors and volunteers at the Volunteer Day Chili Cook-Off, at Ruby Summit Point, WV.

Don Mattran and Steve Wilson, longtime Chief Instructors for our region, decided to step down from the most senior Driver Education roles at the Last DE event, in October 2023. Don and Steve brought a rich experience of racing and driver education to the role. As with all our instructors, they were happy to share some history, experience, and thoughts on their time at the top.

Don Mattran, apart from having way too much hair for his age, is often seen sporting snakeskin cowboy boots in the paddock and keeping drivers with high-horsepower cars honest on track in his 1989, Stars 'n Stripes 944 turbo race car. Off track, Don is the managing partner and co-founder of Foundry Wealth Advisors, one of our club's event sponsors (thank you).

Don joined PCA in 1999, started attending HPDE events in 2000, and competed in Club Races soon thereafter. When the financial crash of 2008/9 hit, Don stopped all track related fun, until 2014, when he started Club Racing again, with his brother, in a 964. When Don offered to help at Potomac DEs, the committee invited him to do classroom instruction, which is a prerequisite for a Chief Instructor (CI). Don made CI in 2015, his first event being the season opener at Summit Point. Many events later, Don says he enjoyed (and will continue) seeing students arrive with nervous excitement and coaching with an aim to have fun learning, while keeping people safe.

Don's favorite tracks are Watkins Glen, Virginia International Raceway (VIR) and Summit Point. He also enjoys Sebring, where he says you can learn a lot, safely. For 2024, Don is hoping to get back to Club Racing, and compete at VIR, something he's not done for a while.

Steve Wilson is the guy in shorts, year-round, who bicycles around each track before the morning Drivers' meeting. Steve's CI briefings always contain track information that

you'd probably miss if you just drove around. On track, Steve also has a 1989 944 turbo race car, and competes in Club Racing. When not instructing students on track at weekends, Steve is a professional teacher during the week.

Steve describes himself as a lifelong car guy, inspired at the age six by the Hot Wheels cars that his Dad bought him. He would go to Summit Point to watch IMSA and GT races. Later, he attended Autocross events at Cumberland Airport, bought his '89 944 turbo as a street car in '99, and joined PCA in 2005. This, he describes, when the slippery slope of improvement took over, is what transpired to make the car what it is today - a fully functional race car.

Steve attended many DE events and joined the Potomac Instructor team in 2009. Through friendship with Dan Dazzo, our Chief Instructor for some years, he was persuaded and coached to become a Chief Instructor himself. Being a teacher by trade, Steve taught many classroom sessions, something he says was one of his greatest joys.

Racing in the 944 Cup Series required Steve to get a SCCA Pro license, something he maintains today. With so much passion for racing, and lifelong friendships at the track, it's perhaps not surprising that son Robbie picked up the vibe.. and then some!

Steve says he will miss some aspects of being a CI, but fully intends to be at most events next year, instructing or evaluating when asked.

For all of us who have attended events at which Don and Steve have led the way in our learning new skills, safely, and having a ball doing it, we thank them both most sincerely. We look forward to seeing them at the track in 2024, doing what they love - whether racing, instructing, or sharing a beer at happy hour.

Much respect gentlemen! DV



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