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THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • 11.20



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THE MAGAZINE OF THE
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POTOMAC, PORSCHE CLUB
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PUBLISHER

Glenn Cowan
7600 Wisconsin Avenue, Suite 1010
Bethesda, MD 20814
dvpublisher@pcapotomac.org

EDITOR

Glenn Cowan
dveditor@pcapotomac.org

ART DIRECTOR/GRAPHIC DESIGNER

Jenna Fava Roote
Jenna Fava Design, LLC.

CONTRIBUTING PHOTOGRAPHERS

Tony Pagonis, Charlene Truban, Mia Walsh

CONTRIBUTING WRITERS

Sydney Butler, Tom Neel, Alan French

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Cover Photo by Ken Hills from PCA Potomac's Rock the Summit Club Race (September 2020)

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It is About the People



Glenn Cowan

In this edition of **DER VORGÄNGER** we have stories about Club Race, Drive and Dine, Autocross, Rally, PCA TREFFEN and charitable giving. None of these activities happen spontaneously. Which got me to thinking again about the scores, even hundreds of Potomac members it takes to make us the largest and most active of PCA's chapters.

Members—like many voluntary organizations, the majority of members are happy to be just that—simply a member of an organized group of like-minded folk. Hey, without their membership we don't have an organization.

Participants—One or two events a year, or an event every other year. No matter, these occasional actives are the "seed corn" of PCA from which come activity managers and Club Race winners!

Activists—the core of our club, these members do multiple events, year after year and can be relied on to volunteer to help make these events happen. Some concentrate on speed: DE or Autocross while others enjoy having food and drink with Potomac folk at a variety of Drive and Dine events, compete in Rallies or Concours or celebrate at Holiday and Awards events.

Leaders—nothing happens without program and event leaders. As you read this issue of DV, take a look at the Club Officers and Chairs on page six. Look at the Program Chairs—these are the Potomac members who make this chapter hum. Every event you participate in, every time you enjoy a PCA Potomac day or weekend it is these VOLUNTEERS who make it happen. Week after week, year after year they are there—and in their time they train their deputies who will eventually replace them. These

Leaders and their successors are the heart and soul of Potomac PCA.

Executives—Every organization is a reflection of its senior managers. Our Executive Board, year in and year out provides the leadership, advice and guidance that propels this club. This year, more than any in memory, our season was threatened but instead of giving up and waiting for next year President Mia Walsh, Vice President Gary Baker, Treasurer Stephen Kiraly, Secretary Ken Larson and Past President David Dean fought for us, developed ways to combat the pandemic and saved our season. We owe them our thanks. Next time you see them, shake their hand or tap elbows and say THANKS!

Better yet—register and participate in the 2021 Executive Committee Elections on Saturday, December 5 at 1000. Elections Matter!!! DV



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On the Road or Off the Road

As autumn driving season is upon us, many Porsche drivers seek to take advantage of the changing foliage, the cool days with the cabrio top down (heated seats on, perhaps) and the rambling country roads outside our urban centers. People are willing to go out of their way to drop off parts, paperwork, or event leftovers (thanks Jeremy Haas!), just as an excuse to get into their Porsches and DRIVE. That's what our club is all about—enjoying the luxury brand German automobile which we are all blessed to drive.

The interesting thing about the Porsche Club of America, however, is that most of us don't "put our cars away for the winter". Recently, I was perusing the Porsche website for wheels and winter tires from Porsche Tequipment, designed in Weissach, the research center of Porsche in Germany.

That rabbit-hole search on the internet led me back to an upcoming trip (currently on hold because of COVID-19) to Below Zero, the Porsche Ice Driving Experience in northern Sweden. This trip was quickly added to my bucket list after a 3-day taste of ice and snow driving I had two years ago at the Team O'Neil Rally School in New Hampshire's White Mountains with my husband, Brian.

Brian and I met and fell in love at college in Vermont, where I wooed him with my two different army-issued and not-street-legal cars by whisking him to our campus' secluded 40 acres of off-road driving trails. It's amazing what an aphrodisiac a girl's face and a car both puddled in mud can be to a young college boy!

Off-road driving was my passion in my 20's and it didn't occur to me in my early Porsche years that

A PORSCHE would be something to take rallying—throwing a precious Porsche around dirt, hills, and trees. How naive I was!

Fast forward to today, when he and I decided to bite the bullet and buy a 1980 Porsche 911 SC Weissach Edition Coupe and make a few adjustments to make it a full rally vehicle. The idea that I will get to blend and marry my original driving passion (off-road) with my love of driving Porsches (on a country road, a skid pad, an autocross course, or a race circuit) makes me believe in karma and my fate in future existences. The best of all my worlds melding together.

I can't wait to submit pictures and an article to a future edition of this magazine of us having fun in the mud together!

What's your favorite unexpected way to experience your Porsche? DV



Mia Walsh

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Mia Walsh
president@pcapotomac.org

VICE PRESIDENT

Gary Baker
vicepresident@pcapotomac.org

TREASURER

Stephen Kiraly
treasurer@pcapotomac.org

SECRETARY

Ken Larson
secretary@pcapotomac.org

PAST PRESIDENT

David Dean
pastpresident@pcapotomac.org

DRIVERS' EDUCATION

CHAIRS

Bob Mulligan & Susan Kimmitt
dechair@pcapotomac.org

CASHIER

Roger McLeod, Jr.
decashier@pcapotomac.org

CHIEF INSTRUCTORS

Steve Wilson, Don Mattran
& Sean Reiche
chiefinstructor@pcapotomac.org

INSTRUCTOR DEVELOPMENT

Dirk Dekker & Jay Smith
dirk@pcapotomac.org

NEW DRIVER AMBASSADOR

Michael Kaunitz & Jim Musgrave
driverambassador@pcapotomac.org

REGISTRARS

Chris Mantzurani & Diane Sullenberger
deregistrar@pcapotomac.org

TECH

David Diquollo, Mark Salvador
& John Vrankovich
tech@pcapotomac.org

TRACK REGISTRAR

Lara Peirce
trackregistrar@pcapotomac.org

TRACK STEWARDS

Tim Kearns, Steve Vetter,
Stephen Kiraly & Michael Handelman
tracksteward@pcapotomac.org

WOMEN'S HPDC

Colleen Reiche
colleen.reiche@pcapotomac.org

LEADERSHIP VOLUNTEERS

TRACK COORDINATOR
Jay Smith
trackrentals@pcapotomac.org

PORSCHEFEST COORDINATOR

Michael Kaunitz
mkaunitz@pcapotomac.org

PROGRAMS

AUTOCROSS

Steve Bobbitt & Jeff Braun
autocross@pcapotomac.org

CLUB RACE

Pat Kaunitz & Donna Amico
clubrace@pcapotomac.org

COMMUNITY SERVICE

Chip Taylor
communityservice@pcapotomac.org

Teen Driving School

Jeff Sander

CONCOURS

Tom Coyle & Gary Sidell
concours@pcapotomac.org

DRIVE & DINE

Glenn Havinoviski & Alan French
driveanddine@pcapotomac.org

HISTORIANS

George Whitmore & Fred Phelps
historian@pcapotomac.org

LEGAL OFFICER

Gary Sidell
legal@pcapotomac.org

MEMBERSHIP

Ed Hahn
membership@pcapotomac.org

RALLY

Craig & Linda Davidson
rally@pcapotomac.org

SAFETY

Tim Kearns
safety@pcapotomac.org

SOCIAL

Jason Savage
social@pcapotomac.org

SOCIAL MEDIA COORDINATOR

Bill Schwinn
socialmedia@pcapotomac.org

SPONSORSHIPS

Bob Simmons
sponsor@pcapotomac.org

VOLUNTEER COORDINATOR

Christian Murphy
volunteers@pcapotomac.org

WEBMASTERS

Ron Flax & Ken Harwood
webmaster@pcapotomac.org

ZONE 2 REP

Rose Ann Novotnak
zone2rep@pcapotomac.org

NATIONAL SAFETY

Dan Dazzo
safety@pca.org

DER VORGÄNGER

PUBLISHER

Glenn Cowan
dvpublisher@pcapotomac.org

ADVERTISING

Glenn Cowan
advertising@pcapotomac.org

EDITOR

Glenn Cowan
dveditor@pcapotomac.org

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2020 CALENDAR OF EVENTS

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

NOVEMBER

7

City Grille Brunch - 11:30am

8

Virginia Fall Drive (Drive & Dine)

15

Morais Vineyard (Drive & Dine)

DECEMBER

5

Open Board Meeting

Executive Committee Elections
10am

2021 Chairs Meeting

City Grille Brunch - 11:30am

CARS & Coffee

DUE TO COVID-19 RESTRICTIONS—PLEASE CONTACT THE LOCATION DIRECTLY TO CHECK ON CANCELLATIONS OF CARS & COFFEE EVENTS.

HUNT VALLEY, MD

SATURDAYS, 8–10AM

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

BURTONSVILLE, MD

SUNDAYS, 7:30–10AM

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

GREAT FALLS, VA

SATURDAYS, 7–9AM

Katie's Cars & Coffee
760 Walker Road, Great Falls, VA
This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

DULLES, VA

SUNDAYS, 7–9AM

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

LEESBURG, VA

SUNDAY, 9AM

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

BETHESDA, MD

SATURDAYS, 8–10AM

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

POTOMAC MONTHLY LUNCHES & BRUNCHES

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

Virginia

First Saturday of each month, 11:30am

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

Maryland

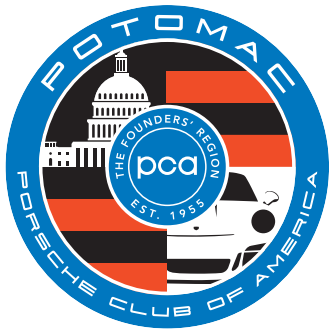
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The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

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



Potomac Program Highlights

CLUB RACE



PCA Club Racing Rocks the Summit:
The 29th Annual
PCA Potomac
Summit Point Club Race
Close Racing with “Social Distancing”

STORY BY DONNA AMICO AND PAT KAUNITZ
PHOTOS BY KEN HILLS AND MIA WALSH

Quite possibly the major “story” around this year’s PCA Potomac-hosted club race was whether it would happen at all, and if it did, would anyone show up?



Carl Tallardy's GTP2 1995 911 Fab Car

PART 1—THE PLANNING

Quite possibly the major “story” around this year’s PCA Potomac-hosted club race was whether it would happen at all, and if it did, would anyone show up?

PCA Potomac region has the honor of hosting the longest continuing club race in PCA—the 29th Annual Race in the 29th year of PCA Club Racing. The Summit Point race was one of the first two races held in 1992; Potomac member Alan Friedman is regarded as the father of PCA Club Racing and served as the first Chairman from 1992—1997. We wanted to keep up our unbroken streak of hosting a club race, but it was far from a certainty this year.

PCA Club Racing is a nationwide race series, with individual PCA Regions playing host to races in their Region. The original 2020 schedule called for 28 races. However, the rapid spread of COVID-19 and many unknowns about the disease meant that the only safe course of action was to shut down events and stay home. PCA Club Races started to be cancelled—first the race in New Orleans in March, then all the April races. It still looked like Watkins Glen and VIR would be able to take place in late May and June, but those were cancelled as well. Many volunteers put in a lot of work to develop guidelines and protocols that would allow races to take place, and finally, the first PCA Club Race after the pandemic shut-down was at Brainerd International Speedway in Minnesota in late July—a hiatus of almost 5 months.

Planning for a PCA Club Race starts early in the year—PCA Potomac submitted its race application to the PCA Club Racing National staff in mid-February. At that point, the leads for each area of responsibility had been identified, and we were full steam ahead at our February planning meeting—just before everything came to a halt.

When PCA Club Racing restarted, the Summit Point Club Race was less than 2 months away. A race is a complex undertaking

requiring more than 100 volunteers and numerous track personnel. We had just started recruiting volunteers, and were committed to keeping those volunteers safe, which meant re-thinking the processes for just about everything we do. We had avoided commitments to spend money since we didn’t know if we’d have the funds to spend.

A mad scramble ensued. Everything had to be outdoors—we needed more tents and more signs. Basic necessities, such as emergency response, ambulances and EMTs, tow trucks, track maintenance all had altered requirements and we needed to understand the COVID-19 protocols for all of them. Gifts (swag) for the drivers and volunteers had to be ordered—and we had to design methods of nearly contactless delivery.

Summit Point has a reputation for great hospitality—how could we preserve the communal spirit of the race when we couldn’t commune? Large gatherings were prohibited. Even guests were prohibited—only drivers, crew and staff were permitted on site. Additionally, the Summit Point club race is a major fundraiser for the Erin Levitas Foundation—could we preserve the momentum of the last several years with “socially distanced” giving? (See sidebar on Erin Levitas Foundation program and results).

PART 2—THE RACING

OK, enough about planning. Racers come to race. By Thursday morning, when the registration list went final, we had 156 registered drivers—even more than last year and the most in recent memory. About a quarter of those—40—were Potomac Region members. Three different types of race events were part of the weekend. The bulk of the racers were part of the normal club race program that is seen at every event: 2 practices on Friday, a qualifying session on Friday and a “Fun Race” with 3 practice starts also on Friday. This is followed by warm-ups and two 30-minute Sprint races on Saturday, and a warm-up and 90-minute Enduro race on Sunday.



Welcome tent volunteers, Frank Watson and Lynn Scalise, coordinate perfectly with their Porsche and Potomac garb.

THE MAIN EVENT

PCA Club Racing has a class for every Porsche car, and then various levels of preparation are allowed for stock, prepared, “spec”, Cup, and GT classes. Table 1 describes the race classes. Alert readers of the race results will notice a GTP2 among them, which isn’t in the table. If you are curious, go ahead and ask Donna about that car. Or better yet, ask Carl Tallardy, the owner. Like the rest of us, he’s happy to talk about his car, and it is an interesting one. The “P” stands for “prototype,” and we don’t see a lot of these. But yes, there are classes for them.

With so many classes, it’s not possible to list all the winners here. Some Potomac Region standouts were Evan Close and Scott Bresnahan in 911Cup, Robbie Wilson in SP2, Dwayne Moses and Patrick James in SPC, Ryan Magrab in H (including the overall win in the Orange Enduro), Jim Evans and Omar Hilmi in G, Hunt McMahon in SPB, Stuart Fain in GTA2 (including an overall win in the Yellow Enduro), Brian Walsh in GTB3, Chip Tsantes in GTC4, and Phillip Martien in GTC7.

Congratulations are also in order for three Potomac members who were rookie racers and got their Club Racing Licenses; these were Terrence Judge (H class, in a prepared 964), Stephen Kiraly (J class, in a prepared Cayman S), and Ron Tilton (H class, in a stock Cayman S).

944 CUP CHAMPIONSHIP RACE

The second event of the weekend was the 944 Cup Championship East race on Saturday. The 944 Cup racers were part of the regular club racing program, except they had their own separate Championship race as the second Sprint race. Twenty 924/944/944 Turbo/968 cars at 3 different levels of preparation (SP1, SP2, SP3) contested the 944 Cup Championship race, with Potomac member Robbie Wilson taking the SP2 crown for the second straight year.



It’s imperative during an Enduro gas stop to have the fire extinguisher ready and not to drop any gas. Racer Jonathan Bednarsh, SPB 1997 Boxster.

VINTAGE GROUP

The Vintage Group was the third event and has been part of the Summit Point club race for the five straight years. The Vintage group has 6 classes for older air-cooled Porsches that have largely disappeared from the current PCA race groups, and it has brought those cars and their drivers back into PCA Club Racing. There were 36 Vintage cars registered this year. The Vintage cars have the same race sessions on Friday and Saturday as the regular groups but have a third 30-minute Sprint race on Sunday instead of an Enduro. Potomac Vintage group standouts were Dean Drewyer in VU (6 cylinder, under 2.4L displacement), Wade Herren in VU4 (4 cylinder, under 2.0L displacement), and David Dean in VO (6 cylinder, between 2.4L and 3.2L displacement).

Complete results for all of the races can be found at: <https://pcaclubracing.org/results/>. Scroll down to “Rock the Summit” and click on each race to see the results for each group in that race. Check out the results for your favorite drivers!

PART 3—THE HOSPITALITY AND THANKS!

A happy, unstressed racer is a good racer, so we aim to keep racers happy. Hospitality started right at the beginning of the weekend when the drivers and crew bringing race cars into the paddock were greeted with bags containing West Virginia gourmet popcorn, candy, and bottles of water, given to them by masked paddock marshals that included Michael Kaunitz, Terry Vesper, Henrik Ojikutu, and Paul Amico. Summit Point has a small paddock, and each trailer was guided into a spot to insure enough space for everyone.

Frank Watson and Lynn Scalise manned the “Welcome Tent” at the gate all weekend. They checked in crew members, collected signatures on waivers that weren’t completed online, and had the thankless task of having to be “unwelcoming” at



Chip Tsantes finishes in first place for the GTC4 class for the first sprint race in his 2006 997.1 Cup.



Rookie, Terrence Judge, gets ready to enter his H-class 964 for Race #2.



Racer and Potomac Chief Instructor, Don Mattran, enjoys post-race stories along with his wife, Potomac volunteer, Marianne.



Potomac member, Stu Fain, finished first in GTA2 in his 2010 GT3 Cup in the 2nd sprint race.



One of the many cars sent to "scales" to ensure weight limits are met for each racing class.

CAR CLASSES IN PCA CLUB RACING

CLASS TYPE	DESIGNATION	CARS INCLUDED
Stock or Prepared	Letters A to M, from slowest to fastest	Cars limited to allowable stock changes. “Prepared” mods move a car up one or two classes.
Stock	911 Cup	Series for “D” and “E” class 911s with modifications allowed to equalize cars and lower weight.
Spec	SP1 through SP3 from slowest to fastest	924/944/944Turbo/968 with different levels of preparation for 924/944 (SP1 to SP2) and car models (SP3 for 944 Turbo and S2, 968)
Spec	SP911	3.0L and 3.2L air-cooled 911s with intake, fuel injection and body modifications to equalize performance
Spec	SP996	Limited modifications to equalize 996 models
Spec	SP997	Limited modifications to equalize 997.2 models from 2009 to 2012.
Spec	SPB	2.5L Boxsters with specified tires and suspension
Spec	SPC	2006-2008 3.4L Cayman S and specific modifications
Spec	GTC1- GTC7 from slowest to fastest	Largely unmodified Porsche Factory Carrera/Supercup cars. GTC1 is 964-based; GTC7 (4.0L 991.2)
Spec	GTD1-GTD2	Unmodified 981 (GTD1) and 718 (GTD2) Cayman GT4 Club Sport
GT	GTA1-GTA3 from slowest to fastest	996 (GTA1), 997 (GTA2) and 991 (GTA3), GT3-based GT, R, RS, and RSRs. Includes modified GTC cars.
GT	GTB1-GTB3 from slowest to fastest	996, 997, Caymans, GT4s. Designed for modified 996s from other race series; expanded to include Cayman Interseries cars. Now includes stock 911s and Caymans modified beyond “prepared” with largely drivetrains.
GT	GT1-GT6 from fastest to slowest	Custom-built cars with Porsche factory engine and transmission cases, largely intact Porsche chassis, and bodywork resembling a version of the chassis type. Classes based on weight/ theoretical horsepower for engine type.



Robbie Wilson celebrates as he takes P1 in the 944 Cup Championship Race.

times because we couldn't allow spectators into the paddock. Hats off to both!

Race Headquarters (HQ) was impossible to miss—it was a 40' x 40' tent in the middle of the paddock and it was a “one-stop shop” for just about everything. If it wasn't there, someone was always there to point racers and crew in the right direction. Special thanks to the Race HQ team of Allie Henk, Vanessa Farrett, Rebecca Measday-Salvador and Helen Pfeiffer. Helen stepped in at the last minute to handle race registration onsite.

We couldn't imagine a club race without a happy hour, so when the track went cold on Friday and Saturday, four couples in golf carts went through the paddock offering cold beer, wine, soda, water and snacks in order to bring the happy hour to everyone's individual paddock. The “beer carts” contributed to many racers and crew hanging around in their socially distanced paddocks, still enjoying each other's company. We still had the traditional Saturday night BBQ dinner, but it was packaged in boxes for everyone to enjoy in their paddock.

We can't begin to name all the volunteers who were critical to pulling off another successful race weekend. Other key staff included Jordan Applebaum as the volunteer coordinator,



Volunteer, Jay Smith, lines up the racers on grid according to their best time in the prior race.



Mia Walsh with long-time volunteer, Bob Cage, at the Start-Finish line.

Mark Hillyer as Flag Marshal, Scott Henk as Emergency Services Coordinator, Harry Kintzi as Medical Liaison, Cindy Pagonis as Registrar, Debra Kiraly as Hospitality Coordinator, Ed Hahn in Timing & Scoring, Steve Bobbitt at Steward's Assistant, Colleen Reich as Grid Marshal, Peter Tan on Tech & Scales, Terry Vesper as "Do Anything" Assistant to the Race Chairs, and the Pace Car Team of Dirk Dekker, Diane Sullenberger and Dan Dazzo.

In the end, it all came together. We cannot thank the loyalty of our racers and sponsors enough. In a year when many people and businesses struggled, we had 156 racers and 40 sponsors. You can find a list of our major sponsors on the PCA Potomac website, with links to their business websites (<https://pcapotomac.org/activities/club-race>). Please support these generous businesses who supported us!

We hope COVID-19 is well behind us next year, and we can welcome you all to the 2021 PCA Potomac "Rock the Summit" Club Race—the 30th Anniversary of the race and PCA Club Racing. DV



PCA National Scrutineers enjoy refreshments outdoors after the racing is finished for the day.



CLUB RACE HAS ANOTHER SUCCESSFUL YEAR FUNDRAISING FOR THE ERIN LEVITAS FOUNDATION

For the last 3 years, the charity partner for the PCA Potomac Club Race has been the Erin Levitas Foundation (ELF). ELF was founded by Mike and Wende Levitas in memory of their daughter, Erin Michele, who had experienced sexual assault and worked to help other victims until her death from cancer. ELF sponsors educational programs to raise awareness and change attitudes and behaviors early—in middle school—to promote respect for others and prevent sexual violence in later years.

Part of the race planning included restructuring ELF fundraising efforts. Laps for Charity were out for this year. We were able to keep a silent auction by moving it on-line to a bidding platform to allow bidding from cell phones. Bidding for some items closed on Saturday afternoon, but other items were left open for bids until Monday evening to allow people to focus on the auction after they got back home. Direct donations could be made either through the PCA page for ELF or through the on-line auction site. Auction items were diverse—including racer-oriented items like virtual coaching sessions with professional racers and items of more general interest such as a bat signed by Rick Dempsey and even a PCA cornhole set.

After the preparation, we hoped for the best, but doubted that we would get close to last year's total of about \$30,000. However, when all the bids and donations were in, the final total was an amazing \$37,810, thanks in part to an anonymous racer offering a "challenge" of a 1-1 match of dollars raised after Saturday up to \$10,000. Our racing community really stepped up again!

AUTOCROSS

An Autocross Day— Screeching Tires and Good Times

STORY BY PAUL GILBERT



On one level, autocross is about car control and the ability to make your Porsche go through a course of cones as fast as possible without missing any of the turns or twists. On another level, autocross is about social connections, hanging out with like-minded Porsche lovers, and sharing a common experience.

The third autocross for the Founders' Region on September 27th started early for those in the metro area with the drive to Summit Point, West Virginia. I met up with my friend Percy White at 6:50 A.M. at a local Starbucks in Northern Virginia. He has a 1990 944S2 cabriolet, and I have a 1995 968 cabriolet. We did not take the fastest highway route but instead picked the most fun route. In Aldie VA, we stopped to put our tops down, as the day was beginning to warm. Then we blasted along Snickersville Turnpike (Rt.734), one of the best rural roads in the area for beautiful views and some tight turns. As we hit Rt. 7 and crossed over the Shenandoah River, more Porsches and other performance cars started converging toward Summit Point.

There was a socially distanced drivers' meeting and the day of autocross started. While you think of autocross as driving, there is a lot of other time that is enjoyably spent learning and socializing. Everyone is friendly and willing to provide helpful tips.

My first "job" was working Turn B, a counter-clockwise round-about. Gary Baker (2016 GT4) led our team. As an experienced autocrosser, Gary shared his insights with Bikram Bakshi (1983 911S) and me. This knowledge helped later as we both had a few good ideas on how to take this turn from

watching others do it, and having Gary share his experience. I wish I had had that insight at every turn.

When it came time to try it myself, just staying on course was more challenging than I had expected. While I studied the map and walked the course ahead of time, I wished I had done it many more times. The cones come up fast at speed, and it is a challenge to keep your focus farther down the track. Nevertheless, you can drive with an enthusiasm that would get you a ticket on any public street which is a lot of fun! Most drivers saw their times get better the more runs they had made, and that sense of improvement is motivating.

Lined up waiting for another run, I got to talk with Paul Bockman (1986 911 cab) behind me, and Percy White in front of me, and compare notes on our runs. It felt more like a cars and coffee in the paddock, with amazing cars, friendly people, and easy conversations. Percy White, Paul Brockman, and I had a good laugh hearing Mikael Severeid (1972 914-6) tell his story of another autocross where he coasted over the finish line with a dead electrical system. True to the spirit of autocross, he got help from others to fix the issue before he had to drive home.

The day ended the way it began with an enjoyable ride through the country. It was a day in which I had made more friends and associates connected with PCA, and gained a determination to do more autocross and improve my skills—and have another great day. DV

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DINE & DRIVE

Big Cork Vineyard

STORY BY GLENN COWAN AND PHOTOS BY MIA WALSH

“Wow, I can’t believe it’s already October!” says wife Kathy. “That’s okay because this Sunday we have the Drive and Dine event to the Big Cork Winery in Rohrsersville” says me. “Where?” “You know, that spectacular drive to the autumn leaves of rural Maryland.”

Sure enough, a few days later we were on our way to the rally point in Northern Virginia, top down and smiles on. We met at PCA sponsor Intersport’s facility in Ashburn where we joined 46 drivers and co-pilots in 23 beautiful (and clean) Porsches for the almost 50 mile drive to the winery across the Potomac in Maryland.

Event hosts John and Marylou Whisler with assistance from Alan French and his co-pilot Sarah Cameron guided us through a spectacular series of mostly rural roads culminating in a “Back of the Dragon” class narrow twisty hidden somewhere in Maryland!

Once at Big Cork we were greeted with live music, a fine box lunch served in a magnificent tent and time to catch up with fellow “teams” to discuss the drive, the weather, the scenery, and the just great day!

For those of you who have yet to take advantage of Drive and Dine events, please—do yourself (and partner) a favor. As a break from pandemic, these are wonderful getaways but even on the finest and safest of days these events add a spark to life in your Porsche. What more can you ask? **DV**





RALLY

A Socially Distanced Rally

STORY BY LINDA DAVIDSON AND PHOTOS BY MIA WALSH



Starting line at Rally release point.
A Corvette and a Jeep snuck in!

A normal year would have us staging two rallies, but this year has been anything but normal. The Spring Rally was cancelled for obvious reasons, and with the continuing shutdown the Fall Rally looked doubtful too. But after a summer of nothing to do, we decided to plan our annual All About Speed rally for August 29, because wzoom a total of 3 days for registration to fill after the event was posted on MotorsportsReg, with five more on the waiting list.

We planned our route through all the great rural roads of Upper Montgomery, Frederick, and Washington Counties in Maryland. We wound our way through lots of small towns, but also through picturesque Cunningham Falls State Park and historic Thurmont, MD. The entire ride was 121 miles, hands down the longest rally we've ever planned. The ending location was the home of PCA members Tony and Cindy Pagonis who graciously offered their perfectly situated 7.5 acres, with a lake and a large garage and blacktop. They set out a dozen picnic tables, safely distanced from one another, and entrants were encouraged to bring their own chairs if they'd be more comfortable. We had two food trucks lined up, In10sBBQ and Carmen's Italian Ice. All the paperwork was being transmitted electronically, including the waivers. Everything was in place... and then a hurricane came to town.

Much to everyone's disappointment, for the first time in 11 years of planning PCA rallies, we had to reschedule. The first available date that the Pagonis house and both food trucks were available was September 26, a whole month away. There were a few changes to the teams entered, but mostly everyone was still sitting at home waiting for something to do, so we kept our

fingers crossed and hoped for the best.

The rains that came through on September 25 cleared out by morning, and although the day was overcast teams seemed anxious to compete. And the die-hard convertible people even put their tops down! After all the changes and the inevitable no-shows, we had 21 cars. The drive took about three hours, and teams were given an additional 30 minutes to calculate their answers. Anyone who did not turn in their answer in the allotted time was considered DNF (that happened to 3 teams).

We've run this format now about half a dozen times. It's easy to understand and you know what you're looking for. But somehow, it's really difficult to get the right answer. We drove the route four times in planning the rally, so we were very sure of the answer. On previous rallies no one had ever gotten it exactly right, and with this rally being longer than ever before, we expected the same this time.

There were 245 signs to be tallied, and scores ranged from ridiculous (231) to exact! Yup, one team got it perfect! The final total was 4765. The team that came in 3rd place with the answer 4775, John and Tilo Owsley, beat out a team that answered 4778 (ever see a speed limit sign that ended in something other than 0 or 5?). Second place went to Peter and Bilge Emrich with a score of 4770. First place, with the perfect answer, went to Al Navidi and Emily Armstrong. All three teams had never been on our podium before, so congratulations to them all. I expect to see them all back next year to continue their winning ways. DV



Starting line at Rally release point.



Rally Chair, Craig Davidson, dispels the instructions for the fall Rally.



The trophies awarded at the end of the Rally.



Destination hosts, Cindy & Tony Pagonis, bookend Rally Chairs, Linda and Craig Davidson.



1st Place Winners – Al Navidi & Emily Armstrong

Objects in Mirror Are Closer Than They Appear



Being part of the Porsche Club of America entitles you to participate in activities in regions outside of just Potomac's offerings. At many of our events, we have participants from Riesentoter, First Settlers, Chesapeake and many more. One of our members, Alan French, took advantage of this member benefit by driving on the Needles Highway in the Black Hills with the Dakota Region. Alan covered 4,802 miles in 14 days, crossing 23 state lines with ZERO speeding tickets in October. Though not ALL events are on the PCA national page, many are! <https://www.pca.org/events>. You may also visit the PCA Region website or Facebook for their event listings during your travel period.

TREFFEN AT THE GREENBRIER

STORY AND PHOTOS BY MIA WALSH



PCA Potomac supplied 21 of the 58 volunteers required to run Treffen. Photo by Vu Nguyen. #potomacproud #fueledbyvolunteers



(Left to Right) Geoff Gray celebrating Stephen Freitas' birthday at the Treffen, along with Alan French and Sarah Cameron.

In late August, with two years of planning under our belts, the Shenandoah, First Settlers and Potomac regions waited with baited breath for news from PCA National as to whether or not Treffen would be postponed two years until 2022 due to COVID-19. As of that August date, PCA National had canceled or postponed every national event during the pandemic in respect for the health and safety of its membership.

After multiple visits by the PCA National team to The Greenbrier to discuss scenarios and adjustments needed to be made to accommodate social distancing and other safety protocol, PCA National made the call to hold the event. We were elated!

As Alan French described in his March 2020 article in the **DER VORGÄNGER**, Treffens are focused on non-competitive touring drives and hosted in high-end resorts known for fine food, lodging and exciting extracurricular activities.

Like the past Treffen events, Treffen at the Greenbrier sold out in less than 9 minutes, even with registration being held in the midst of the pandemic. PCA Members, 160 cars and approximately 340 people, felt confident in The Greenbrier and were ready to have some fun in their Porsche cars driving through the several mountain ranges surrounding the resort in Virginia and West Virginia.

Each of the three host regions was tasked with leading two tours each day and included curvaceous mountain, river-side and forested roads. Destinations included the New River Gorge, Cass Scenic Railroad and Snowshoe, Back of the Dragon, Allegheny Highlands, the Natural Bridge and a drive to the Homestead. Combined with stellar lunches en route, the drives lasted the majority of the days on Thursday and Friday.

The Greenbrier also gave dozens of opportunities for extra-curricular activities on property. For the Navigators' Day Off days, people were able to choose from falconry, horseback riding, spa treatments, bunker tours, golf, tennis or a myriad of other activities during the day. In the evenings, one could choose an escape room, bowling, casino, live music or even an on-property movie theater!

The beauty of being part of the Porsche Club of America, is that you have "family" all over the country. An event like Treffen enables our volunteers and leadership to work with other regions to make an event successful, sharing each region's best practices and planning tips. The participants, as well, get to meet a myriad of PCA members on drives, during meals and end-of-day activities. Numbers or email addresses are always exchanged, plans are made to meet again.

We hope to see you at one of the future Treffens being planned by your Porsche family members across the country, including Scottsdale in Spring 2021 and Wisconsin in Fall 2021. For more information, go to <https://treffen.pca.org/>. DV

Registered Potomac members in attendance included: Hank & Debbie Allen, Kenneth Becker, Gregory Brown, Christian & Kristen Calvo, Alan French & Sarah Cameron, Glenn & Kathy Cowan, Kristen Crowley & Mia Walsh, Gina Flores & Kyle Stumpf, Robert & Jeanette Gionfriddo, Geoffrey Gray & Stephen Freitas, Robert Grumbach, Jeremy Haas, Lisa & Chris Le, LeRoy & Marilyn Mills, Jim & Gina Moser, Steven & Lonnie Pera, Michael & Melissa Rother, Eric & Michelle Runnerstrom, Shawn Stokes, Gary & Lynn Van, Jeffrey & Brigit Wynne.

Many thanks to the PCA Potomac volunteers who gave their time to organize and staff this event. The driving tours were run under leadership of Alan French and Sarah Cameron and Glenn and Nancie Havinovski, with the excellent support of Jim and Gina Moser, Hank and Debbie Allen, LeRoy and Marilyn Mills, Jeremy Haas and Ted and Sharon Whitehouse. Registration and Information Desk volunteers included Geoff Gray, Art & Carol Orton. Staging Area and other Driving Teams included Daryl Salmons, Ken Perry, and Eric Runnerstrom.



AVIATOR IN A PORSCHÉ

"My fascination
with fast movers
started at a
very early age."

STORY BY SCOTT "SCOOTER" ALTMAN



From the Editor—Back in August, my wife Kathy and I joined PCA Potomac on a Drive and Dine to the PAX River Naval Air Museum (see story in October issue). Like many others on that tour we learned that one of our members had, while in the US Navy, actually flown some of those aircraft in combat and had gone on to be a Space Shuttle Astronaut.

Scott Altman, (Scooter as he is widely known) agreed to an interview which was one of my most interesting member conversations in my seven years as Editor. Rather than do a Question and Answer format, I asked “Scooter” if he would write his own story for us using our conversation as a starting point.

I began with—“So, when did you first become interested in ground based fast objects?”

Scooter: My fascination with fast movers started at a very early age. I was only three years old when, while watching the TV show Skyking, I turned to my parents and said, “That is what I want to be when I grow up—a pilot!” I grew up fascinated with planes but also with fast cars. My dad was a true car guy—he could identify any model car on a TV show or movie or out on the road, and traded cars almost yearly. He loved road racing and stock car racing and took me to Elkhart Lake at a young age and we made yearly trips to the Illinois State Fair Stock Car Race. I was big fan of Masten Gregory, Dan Gurney and Al Holbert, and loved Steve McQueen in the movie Le Mans driving a Porsche 917.

Sadly though Porsches were very rare in my small Illinois town. I learned to drive in my dad’s 1968 Camaro RS convertible and began a lifelong love affair with ragtops. My first German car was a Mercury Capri, followed later by an Opel GT.

After receiving my commission in the Navy following college graduation, I went to train to fly with the Navy and bought my first brand new car—a Camaro Z28 T-top (closest I could get to a convertible). Once I received my wings, I had orders to the promised land—NAS Miramar, Fightertown, San Diego—the greatest place to be as a fighter pilot! In my first squadron, I met two other young lieutenants. They each drove 911s—I was incredibly jealous. The difference—they both were single and by then I was married and had one child.

After returning from a 7-month West Pac/Indian Ocean cruise, our squadron was scheduled for some down time. At that time, Paramount Pictures came to Miramar looking for a Navy squadron to support a movie they were working on—Topgun. Our squadron was selected, and our skipper picked me as one of four pilots to work with the movie crews and fly the missions to support movie filming. We had a blast chasing F5s and A4s across the desert and out over the water for the filming. We flew the actors in the backseat of the Tomcat and filmed them while we performed the scene. After about a week, the director told me we were stopping flying the actors. I asked if we weren’t

hitting the maneuvers. He told me “No, you guys are doing great but I can’t use the footage. The guys all look too green!” The Navy charged Paramount \$7600/hour for the Tomcats and \$27/day for the pilots—so you knew who the star of the show was!

After one tour in VF-51 (Screaming Eagles), I went to US Navy Test Pilot School at NAS Patuxent River, MD and flew the F-14D during its initial testing, while also doing flying qualities testing in various configurations on the F-14A and clearing a variety of air to ground weapons for the airframe. While at PAX, I interviewed to become an astronaut but was not selected. As a result, I came back to Miramar for the initial deployment of the F-14D and later took it on cruise to the Persian Gulf.

Back in San Diego, I bought a Porsche substitute—a 1965 Chevy Corvair Corsa convertible. It had an air-cooled flat six in the rear and was a blast to drive. Then while on cruise, NASA called on the satellite phone and invited me back to Houston for an interview for the next astronaut class. I was helo’d off the ship and flew home to pick up my wife and take her with me to Houston.

I then met the ship in Tasmania and finished the cruise, arriving back at Miramar to later find out that this time I had been selected. Moving to Houston and becoming an astronaut was an incredible adventure. Of course, astronauts had a history of loving fast cars. In the ‘60s there was a deal that offered astronauts a new Corvette for a \$1/year lease. Sadly, that deal was no longer available and the astronaut office was not showing off fast cars too well. The low point was an article that came out talking about riding in an astronaut’s Toyota Tercel with a half-naked Barbie in the back seat! At that point I told folks we have to fix this, and I led an effort to get more astronauts back in Corvettes. I bought a ‘94 red convertible and really enjoyed it and got five other astronauts to join the club. Eventually I purchased a BMW Z4, trying to move closer to true sports car life.

During my last space mission to the Hubble Space Telescope, we used an Imax camera to film some of the mission. That footage was included in the IMAX movie Hubble 3D. A museum in Germany wanted to show the film and invited me over to introduce the movie. While there, our sponsor took my wife and I to Stuttgart, where we had a private tour of the Porsche museum. It was incredible and reignited my passion for Porsches.

After moving to DC, driving on the Beltway one day a piece of tire tread hit my front end and damaged it slightly. I was shocked when the repair shop told me the insurance was totaling my car! Evidently a wiring harness that cost \$8000 had been damaged. So I stayed with a German car and leased a BMW 428 hard top convertible. When that lease was over, I started looking around for my next vehicle. I had once tried to buy a used first-generation Boxster in Houston, but when I



pulled into my driveway, my wife said “Get out of that car, you look like a clown!” due to my tall sitting height. Now looking around at possibly finally buying a Porsche, I went to a dealer and just asked if I could sit in one to see if I fit. Fortunately, Porsche had made some advancements in fitting taller sitting height drivers and I fit very nicely.

I finally found my way into the light and purchased a 2014 Boxster S in 2018 with a 2-year warranty. I love driving the car. There is a curvy road on the way to my office that I used to take just for fun with the Z4 and 428. Driving the Boxster on that road feels like it is on rails and curves that felt tight are easy to take at even higher speed. Makes me miss my daily commute now in the time of Covid.

I joined PCA to learn more about my car and connect with other folks who love the marque. I really enjoyed the recent drive to the Patuxent River flight museum where I was re-united with one of the F-14s that I had flown while I was there. Even with social distancing, I did get the chance to visit with other drivers and owners and begin to share stories. I look forward to moving past our current restrictions and having a great time in the future with PCA. DV





Have you signed up for PCA Juniors?

It's not just the cars. And it's not just the grown-ups. PCA is about the kids too!

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

The PCA Juniors program has worked with coloring book illustrator Fireball Tim to create custom coloring sheets for you to download and enjoy.

DOWNLOAD HERE: <https://www.pca.org/pca-juniors-activities>



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from Alexandria

MICHAEL BALINT
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from McLean

MATTHEW BERMAN
2020 718 Cayman GT4
from North Bethesda

MARLON BOXE
2018 911 Carrera
from Leesburg

BENJAMIN BROKER
1975 914 L8
from Nokesville

JOHN BUESCHER
1963 356
from Arlington

AUSTIN CAO
2015 Macan Turbo
from Lawrence TWP

CHRIS CLARK
2014 911 Turbo S Coupe
from Leesburg

MICHAEL COLE
2017 911 Carrera S
from Leesburg

A.J. CONDON
2006 911 Carrera S Cabriolet
from Braddock Heights

DAVID CUNICELLI
2012 911 Carrera
from Rose Valley
transfer from Riesentoter

GEOFFREY DAVIS
2002 911 Turbo
from Arlington
transfer from California
Central Coast

FAROUCHE ELHUSSEIN
1997 911 Carrera 4S Coupe
from Arlington

CHRIS FARAJI
1987 911 Carrera Cabriolet
from Aldie

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from Laurel

LEIDI LIM
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from Bowie

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from McLean

CHRISTOPHER MAIER
1983 911 SC Coupe
from Fairfax Station

ROBERT McDONALD
1975 911 Targa
from Lovettsville

TROY NAVINTRAN
2005 911 Carrera S Coupe
from Clarksburg

JOSE RAMIREZ-VASQUEZ
2017 911 Carrera Coupe
from Manassas

KELLY RAUCH
2007 Boxster
from Fredericksburg

GREGORY RIDDER
1969 911T Targa
from Gaithersburg

WAYNE ROTHERMEL
2001 Boxster
from Alexandria

DAN RYAN
2020 Taycan 4S
from Reston

DAVE SAMES
2013 Boxster S
from Columbia

KERRY SCANLON
2019 911 GT3 Touring
from Chevy Chase

RAHUL SHAH
2017 718 Boxster
from Fairfax

JACE SUMMER
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from Woodbridge

TIMOTHY TRACY
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from Sterling

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PCA Potomac Anniversaries

OCTOBER
2020

45 YEARS

Carol & Greg Reber

30 YEARS

George & Emily Maves
Michael & Margaret Volpe

20 YEARS

Henry Garazo
Brendin Harb
Kirstin Knott

15 YEARS

Frank & Sue Hardesty
Patrick Hiller
Arthur & Don Killinger
Karl & Patrick Macklin

10 YEARS

J Daniel Blair
David Grant
Frederick Hill
Dennis & Fortuna Kemery
Mark & Laura Kissel
Michael & Cathleen MacKay
Christopher & Ryan Marren
James & Sarah Newland
Victor & Robert Omelchenko
Radomet Pagan

5 YEARS

Wayne & Maureen Beers
Arman & Bahar Davoudian
Alan Lee
Pietro McCabe & Gearred Duarte
Darren Pralle
Austin Saari
Craig Saunders
Thomas & Kelley Shirron
Denys Vasquez-Welch &
Benjamin Welch Jr

DER VORGÄNGER

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

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

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

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

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

Write your stories, snap your photos, and send them to dveditor@pcapotomac.org. All photos must be original digital files; do not resize or crop them before submission.

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Klaus Zellmer with Tom & Linda at PEC Atlanta. Photo Credit: Klaus Zellmer

Klaus Zellmer— The Rein Man

Earlier this year I wrote about the interesting timelines that crossed each other in September of 2015. They were the PCA turning 60, right as Diesel Gate was boiling over and the Mission E concept car was making its first appearance at the Frankfurt Auto Show. Ironically, my wife Linda and I had just purchased our first Porsche and had become PCA members. Another important timeline took place as well. It was that of Klaus Zellmer being appointed President & CEO of Porsche Cars North America.

For the last 5 years, Klaus Zellmer has brought the North American Porsche market to its pinnacle. A graduate economist and experienced marketing executive, Zellmer had already served many important positions as a 23 year veteran of Porsche AG. A true car guy and deep rooted Porsche enthusiast, Klaus Zellmer's time here would bring Porsche through amazing years of growth. Years that also included outright victories at LeMans in 2015, 16 and 17, a celebration of Porsche's 70 years of Sportscars in 2018, and now on the heels of his departure, he leaves as Porsche celebrates 70 years since its US arrival in the autumn of 1950.

In Zellmer's wake are some incredible Porsches brought to our shores. The 911 GTS Club Coupe, the first generation GT4, 2nd gen. Spyder, and GT4 Club Sport, along with a double generations worth of GT3, GT3 RS and a new GT2RS. You can add to that the GT2 Club Sport and 935. We have to remember these past five years have also been an explosive evolution for the 911, with the 991, the 991.2 and the 992. The Cayenne, Macan and Panamera have all been refreshed as well. But Klaus himself would likely tell you he's most proud of the world release of the Taycan, and would consider it to be the most important among them. In his company his excitement for Porsche's first all-electric offering is genuine.

FUEL FOR THOUGHT

BY TOM NEEL

Linda and I experienced this first-hand the end of May when we visited the Porsche Experience Center (PEC) in Atlanta, Georgia, where I would be driving the Taycan Turbo S for the reopening of PEC. Arranged personally with Klaus, I was invited to be the first person back out on PEC's 1.6 mile training track, a story I wrote for PCA.org. (search Tom Neel PEC Reopens). To say there were a very limited number of people there that day would be an understatement. The facility which also houses the Porsche Cars North America headquarters was nearly empty, but we were honored that Klaus joined us.

After our visit I recall him taking a couple of family vacations to Florida, then a trip to Stuttgart, followed by a vacation in Spain. I asked him if he was taking a sabbatical, something which happens in German companies. But he replied it was just a two week vacation. I felt something was up because soon after he was back in Stuttgart. Then one of his family members sent me the tip off a couple of days before the news spread. Klaus rises to become Board Member for Sales, Marketing and After Sales at the Volkswagen Passenger Cars brand effective September 15, 2020. He succeeds Jürgen Stackmann who will leave the Volkswagen Group. This all part of many upper level management changes at VW.

His new home is Wolfsburg, Germany, or as he calls it, the Mo-town! In 1955 the one-millionth VW Beetle was manufactured in Wolfsburg, the same year both the Porsche Club of America and I were born. He has a nice office with a long view of the VW factory, and a new challenging responsibility to, I believe, rehabilitate VW sales. He has the track record to do so and we wish him the best in this endeavor.

Klaus will be sorely missed by the America Porsche community where he was a regular at many PCA events. With any luck this won't be the last we'll see of him. Perhaps one day he'll find himself at the helm of Porsche AG. It's a position I hope he's being deservedly groomed for. But he may shoot higher and end up running the whole kit and caboodle! We wish him good luck. **DN**



Porsche Club of America
Potomac, The Founders' Region
4196 Merchant Plaza
P.O. Box 223
Woodbridge, VA 22192

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