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THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • 10.21





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DER VORGÄNGER

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

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Glenn Cowan

Keeping Cool

All too frequently, I will encounter a driver who is just plain rude. Like all of us, I encounter incompetent drivers pretty much every time I drive, but the purposely rude driver, while less frequent, is considerably more annoying. My inclination is a middle finger salute or some such – but I never react that way when driving my car – my wife's car, maybe, but not my Porsche.

I'm thinking that most of you understand immediately. We don't just drive a car and we don't just represent ourselves – rather we speak for a long tradition of excellence (even the 924!) and our actions will inure to the advantage, or opprobrium, of every Porsche owner, perhaps for years – maybe forever.

We are all familiar with Hollywood's seeming insistence

on putting every financial or corporate criminal in a Porsche ("Porsch" as they have it). This does us some reputational harm, but not nearly what we can avoid by simply ignoring the imbeciles we encounter on the road.

Rather than pointing fingers (index or middle), I smile and wave as if granting them permission. It's not as immediately gratifying, but in its own inner-self kind of way, it's considerably more satisfying. And, not to put too fine a point on it, given the All-American possibility of Glock and AKs, mixed with plain repressed rage, it's a good deal safer!

But that's only part of the equation of enhancing, or not, the reputation of Porsche drivers. Let's say you are in traffic and a few inattentive drivers refuse to maintain reasonable spacing – they tailgate

the car in front of them, or back off to several car lengths, the result of which is to prevent you from getting on down the road. I have been known to downshift and accelerate into the gap to get around these incompetents, sometimes with a raised hand or, maybe once, a finger. This is accompanied by loud exhaust noise and likely scaring the dole out of their lethargy. Hmm - that didn't help our reputation much! So, I conclude we will all be better served if we practice being both defensive and less offensive when we present our brand to the public.

See you out there – smiling! DV



Diane Sullenberger

Setting a New Course for Fall

I hope you share my enthusiasm for our two new events this month: our first Women's High-Performance Driving Clinic (HPDC) on October 3rd, coordinated by Colleen Reiche, and our first Tire Rack Street Survival Teen Driving Course October 10, coordinated by Jeff Sander and Bill Dooley. Kudos to Past President, Mia Walsh for researching these activities, advocating for them, and getting them added to our calendar this year. Both events are sold out!

PCA Potomac greatly values diversity and inclusion in our club, and creating an event designed for women to learn the limits of their cars is the first of what promises to be an annual, if not more frequent, event. With our emphasis on education, safety, and fun, Potomac also strives to give new teen drivers hands-on experience

finding the handling limits of their cars and helping them develop the skills and judgment they need to maintain control and to avoid accidents on the street.

I'm excited to instruct at both events. It's tremendously rewarding to see someone's face light up when they learn first-hand that they can stop their car safely very suddenly or swerve around unexpected objects in the road or know how to handle a slide as surface conditions change. These real-life skills are practiced at both October events, as well as at our co-ed HPDC on October 2nd.

I'm also delighted to serve as Chief Grid Tech for the Women's HPDC. I remember how empowering it was to take a Women's Motorcycle Maintenance Class shortly after getting my motorcycle license.

Working grid tech at Drivers' Education events not only gives me a chance to say hello to attendees (yes, even the bleary-eyed ones!) as they roll through mandatory morning tech, it allows me to share my knowledge of trouble spots for brake pads and rotors, fluids, and more, to keep drivers safe.

With our Annual PCA Potomac Picnic, Autocross #8, Maryland and Virginia monthly brunches, and lovely fall drives, October is a great month. Heartfelt thanks to all our volunteers and event organizers. Let's get out there and enjoy the fall! DV

Matt Curry's CRAFTSMAN auto care

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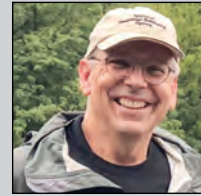
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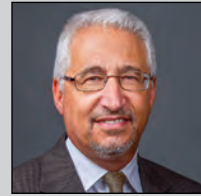
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Schedules, Financial Statements and Minutes for all Executive and Open Board Meetings are available to members on the pcapotomac.org website. Members must login for access under the About Us section.

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2021 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.

OCTOBER

- 2-3**
HPDC & Women's HPDC Summit Point, WV
- 10**
Tire Rack Street Survival Summit Point, WV
- 16**
Tech for Last DE Auto Sportsystems Group, Fairfax, VA
- 17**
Open Board Meeting & Fall Picnic Reston, VA
- 23-24**
HPDE Summit Point, WV
- 30**
Maryland Fall Drive Hagerstown, MD

Autocross#8 - Octobercross Summit Point, WV

NOVEMBER

- 7**
Virginia Fall Drive Marshall, VA
- 14**
Drive & Dine to Morais Vineyard Bealeton, VA

CLUB Announcements

CONGRATULATIONS

Dr. John Klish joins Gary Sidell on the Concours Committee as Vice-Chair, and Ed Strawderman is Volunteer Coordinator.

PROPOSED CHANGES TO BYLAWS

Changes to three sections of our Club Bylaws have been proposed. They will be voted on during the annual membership meeting/ open board meeting on December 4th, 2021.

The changes are in the following sections:

ARTICLE VII: ELECTED OFFICERS AND THEIR DUTIES

Section 2. Duties, para b. - the proposed change adds to the list of circumstances under which the Vice President/ President-Elect shall act in place of the President.

ARTICLE VIII: ELECTION OF OFFICERS AND THEIR DUTIES

Section 1. Officers - the proposed change modifies the two consecutive terms limit in the event of an extraordinary change in Officer during a term.

Section 2. Vacancies - the proposed change modifies the designated meeting at which Active members vote to confirm an extraordinary appointment.

The full text of the proposed changes can be read at: pcapotomac.org/images/proposed-bylaws-changes-Sep21.pdf

SOCIAL ENGAGEMENTS RETURN

Potomac's Annual Picnic, Open Board Meeting, and New Members' Social is on Sunday, October 17, 2021 at The Fairfax Hunt Club in Reston, VA. In addition to a full picnic luncheon, we will have access to cornhole, volleyball, horseshoes and a full covered picnic area with indoor restrooms. Register at msreg.com/PCAPicnic2021 by October 10.

Potomac Holiday Party - join us on Saturday, December 11, 2021, from 6 p.m. at Clyde's of Chevy Chase in the Race Bar (lower level), home to a 1957 Jaguar XKSS, a 1925 3-wheeled Morgan, and a 1937 Hillegas midget race car, and a vast collection of auto and race art and model cars. \$25 - Includes Hors d'Oeuvres. Cash Bar. Don't wait! Sign up msreg.com/holidayparty2021.

POTOMAC MONTHLY LUNCHESES & 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

Third Saturday of each month, 11:00am
The Irish Inn, 6119 Tulane Ave, Glen Echo, MD, 20812

2022 PCA POTOMAC EXECUTIVE COMMITTEE ELECTIONS



FOLLOWING THE ANNUAL MEETING

SATURDAY, DECEMBER 4, 2021
10AM
LOCATION TBD

REGISTRATION IS REQUIRED

PLEASE REGISTER TO ATTEND ANNUAL MEETINGS AND ELECTIONS AT: [MSREG.COM/2022ELECTIONS](https://msreg.com/2022elections)

Registration is **REQUIRED**.

2022 SLATE OF EXECUTIVE COMMITTEE

For President: Diane Sullenberger

For Past President: Mia Walsh

ELECTION

For Vice President: Steve Bobbitt

For Treasurer: Stephen Kiraly

For Secretary: Ed Hahn

In accordance with the PCA Potomac's Bylaws, the 2022 PCA Potomac Elections will take place following the Annual Meeting on Saturday, December 4th, 2021 at a location not yet announced. The 2022 officer candidates, proposed by the club's Nominating Committee, is presented 60 days prior to the meeting by October 4th, 2021.

As the current Executive Board was adjusted due to the resignation of the voted-in 2021 President in February, the current President, Diane Sullenberger, will automatically continue in her role for the 2022 year. In addition, the Past President, Mia Walsh, will continue in her role as well for 2022.

If you would like to nominate an additional candidate for Vice President, Treasurer or Secretary pursuant to the Potomac Bylaws, please submit your candidate, along with the endorsement of five active PCA Potomac members, to the Nominating Committee Chair, Mia Walsh, (pastpresident@pcapotomac.org), by November 1st, 2021.

Your vote is important to PCA Potomac. As a result, Potomac is providing two ways to vote this year: (a) electronically via mail-in ballot via email or (b) in person at the annual meeting.

To send your vote electronically, please email your vote to pastpresident@pcapotomac.org by November 20th, 2021.



ED HAHN
SECRETARY

Ed Hahn's fascination with cars and Porsches began while he was in high school, where he became friends with his chemistry teacher who owned a 1977 930 Turbo and also restored Corvettes and Austin Healeys on the side. After driving a Mazda FD RX-7 and a Lotus Elise, Ed purchased a 2012 Peridot Green Cayman R and joined the Porsche Club in 2011. Ed's current ride is a 2016 GT4.

He began doing Drivers' Education events even before joining the PCA, and currently volunteers as a Track Steward. During Club Race weekend, you can find Ed in the Timing and Scoring building, assisting the national officials in generating qualifying lists and determining finish order, as well as using this information for Potomac's Rock the Summit Club Race awards. Ed has served as Membership Chair since

2014. As Membership Chair, Ed has gotten to know a bit about each of the programs, as he creates the weekly PCA Potomac Friday email about upcoming events, and generates the monthly mailing lists for Der Vorgänger. His various efforts were recognized by former president David Dean with a President's Award in 2017.

In his professional life, Ed is an aeronautical engineer by training, and has been fortunate to work in aviation his entire career. He currently works on aviation safety issues involving airline pilot interactions with new Air Traffic Control technologies and procedures. Debra Pool, his wife of 25 years, is recently retired also from a career in aviation. In addition to PCA, his other hobbies include watch collecting, photography, and listening to music.



STEVE BOBBITT
VICE PRESIDENT

Steve Bobbitt joined PCA in 2014 after purchasing his first Porsche, a 5-speed Meteor Grey Metallic 2008 Cayman, and immediately participated in the Autocross School and a High-Performance Driving Clinic. Since then, he has continued to participate in Autocross and DE events, becoming a Nationally Certified HPDE Instructor in 2018 and serving as Autocross Chair in 2019 and 2020. Steve has also volunteered at Potomac's Club Race as the Steward's Assistant since 2017. After participating in over 30 PCA Potomac activities in 2019, he took home the coveted Enthusiast of the Year award at the annual awards banquet in 2020.

Steve's passion for PCA and these amazing vehicles started at an early age when he first laid eyes on his uncle's 911 and heard about the club. Over the years, his cousins, father, and brother all acquired their own Porsches (914-6, 944 S2, 993 C2S, '87 911). After graduating college and starting a career in IT, it was time for Steve to get his own and join the club.

When Steve isn't preparing his 2009 Cayman S for the next DE event or helping fellow club members work on their cars, he enjoys hiking, yoga, and playing board games with his friends.



STEPHEN KIRALY
TREASURER

Stephen Kiraly has been a member of Potomac PCA since 2012, when he purchased his first Porsche, a 2006 997 Cabriolet. Once he discovered PCA, he and his wife, Debra, became involved in the many Potomac events that give our Club such a good name.

Stephen got his start with Porsches after a stint riding high performance motorcycles. After deciding four wheels really are better than two, he began his "search" for the perfect car. If he only knew then what he knows now.

After many months of searching for the car that would meet all his goals, which at that time were limited to color, convertible top and coolness, he found his car at a Lamborghini dealer in Atlanta. Confident in his decision, he bought a one-way ticket to Atlanta. When the dealer pulled up in car at the airport, he knew he wouldn't be buying a return ticket. Three hours later he was on his way home in his 1st Porsche.

Learning of Potomac upon joining PCA, Stephen signed up for the Fall HPDC formally starting his journey down the "slippery slope" of Porsche high performance driving. After an off-track excursion at the very next DE, Debra said he couldn't take that nice car to track again.

Not to be deterred, Stephen purchased an inexpensive, at least in terms of Porsche Bucks, 2002 Boxster S just in time for the next Potomac DE. In fact, he drove his new purchase directly to the track and was "black flagged" for a loose 30-day tag.

In the following years, Stephen has continued his slippery slide purchasing a 2009 Cayman S track car along with an enclosed trailer and a new pickup truck to pull it. Stephen became a DE instructor in 2016 and enjoys giving back in the way that all the great instructors he had gave to him. He also became an official steward for the DE program in 2016. The 2020 Club Race at Summit Point was his debut to PCA Club Racing.

Stephen and Debra have also enjoyed the social activities that Potomac organizes. He has been to Wintergreen, Homestead and Nemaquin "Drive and Stay" events enjoying the camaraderie of other Porsche enthusiasts, even if one of them drove a Corvette. Because as the say—it's about the people...not just the cars.

Stephen has served three years as Potomac's Treasurer and is committed to making the Club function as smoothly as possible in a sound fiscal manner.



DIANE SULLENBERGER
VICE PRESIDENT

Diane Sullenberger is greatly enjoying her trial by fire as PCA Potomac Club President in 2021. She appreciates the opportunity to help the many successful programs that make up our region achieve their goals (Autocross, Club Race, Community Service, Concours, Drive and Dine, Drivers' Education (DE), **DER VORGÄNGER**, Club History, Legal, Membership, Rally, Safety, Social, Social Media, Sponsorship, Volunteers, and Web) and to give feedback to and learn from other large PCA regions, as well as our fellow Zone 2 regions and the impressive array of National programs and leadership.

She is delighted to bring back Potomac's social events and charity events after such a long pandemic hiatus, and is eager to launch new events, including the 2022 Potomac Region Meet-Up at Parade in the Poconos, while keeping a watchful eye on evolving Covid guidelines.

Diane has been a member of Potomac since 2009 and learned first and last names (with the occasional middle initial) by serving as DE Co-Registrar for three years. She has volunteered at the PCA Potomac Club Race since 2015 as a flagger and then with the pace car, and often can be seen inspecting rotors and brake pads during grid tech at DEs. She recently became a National PCA Instructor



MIA WALSH
PAST PRESIDENT

Mia Potthast Walsh has been in the Porsche Club since 2008, along with her husband, Brian. During this time, she has served as the Social Chair, the Membership Chair, the Volunteer Coordinator for the Potomac Club Race, Secretary from 2015-2016, Vice President from 2017-2018, President from 2019-2020 and Immediate Past President in 2021. She has enjoyed her leadership role in this amazing organization and looks forward to a strong Potomac entourage at Parade 2022 in the Poconos.

Her passion in PCA Potomac is participating in the Drivers' Education and Club Racing events, both as DE driver and a racer in GTB1 and GTB3 classes, winning the 2015 Rookie Racer award by PCA National at Potomac's Club Race, as well as three podiums over the years. She has been instructing for High Performance Drivers' Education since 2013 and utilizes her communication and training skills honed as a high school teacher while in the right seat with Potomac's novice drivers. She was integral in championing for her two new favorite events of 2021: the Women's High Performance Driving Clinic and the Tire Rack Street Survival Teen Driving school.

and discovered that the lore is true: It's super fun and rewarding to teach, which in turn improves your own skills as a driver.

She still misses her trusty, yet spinnny, Honda S2000, which sparked her DE driving addiction in 2000 at Summit Main. She also misses her Ducati motorcycle (2008 848), which she tracked, then raced with WERA. She is grateful that owning her Porsches (2005 911, 2006 911 C2S, 2011 911 GTS) and being active in PCA Potomac have allowed her to meet a diverse group of people and to learn their individual Porsche stories at local and national events. She loves meeting new members and sharing her excitement about how the club can enrich their Porsche experience.

Diane has lived in the DC Metro area almost all her life and is executive editor of the research journals of the National Academy of Sciences. Her husband, Scott Antonides, drives his 2004 BMW 330i ZHP with the BMW Club and FATT, and often attends PCA social events. When Diane is not at the track, she competes at National Cutting Horse Association shows on her quarter horse, Magic Lights, and teaches her border collie, Marvel, new tricks.

She thoroughly enjoyed co-hosting Treffen at The Greenbrier with some of the other Zone 2 regions.

In addition to HPDE, Mia enjoys taking her girlfriends to Rally and Drive & Dine events and was excited to participate (as a spectator) in her first real Concours in 2020. She has been banned from Autocross after causing the death toll of orange cones to rise exponentially.

Mia is a frequent contributor to Potomac's **DER VORGÄNGER** magazine as both a writer and a photographer and has accumulated 15 **DV** cover photographs since 2011, along with countless inside edition photographs.

Mia's favorite part of being part of PCA is talking to all the members about their love of driving Porsches. We each have a specific individual reason why we joined Potomac, but we all share the same passion for our fine German cars, however we may choose to drive them! Most of all, she enjoys the "romantic" weekends at the track, especially when watching her husband, Brian, drive past her on the circuit in his always-newer-and-larger-horse-powered car.



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Every year across Porsche Club of America, members are making a difference with many amazing, heartwarming, and thoughtful acts of kindness. PCA is continually collecting stories of member's community contributions, and publishing articles for all to read in an effort to highlight what our club is doing and inspire other regions to help in their own way.

READ ALL OF THE HEART-WARMING MEMBER STORIES: www.pca.org/members-making-difference
OR SUBMIT YOUR REGION'S CONTRIBUTION: www.pca.org/contact-members-making-difference



PORSCHE CLUB OF AMERICA



Potomac Program Highlights

DRIVE AND DINE



30 cars from First Settlers and Potomac regions enjoyed some great driving roads in the Charlottesville area

Dead Presidents' Tour Comes Alive With First Settlers Region

STORY BY ALAN FRENCH
PHOTOS BY MINDI FLAX

Our annual Drive and Dine tour in the Charlottesville/Piedmont region took on new identity this year as the *Dead Presidents' Tour*.

Based at The Boar's Head Resort, over 50 members of Potomac and First Settlers regions enjoyed a tour dinner, fun

drives in the region and visits to James Madison's Montpelier historic home.

This tour was truly planned, organized and delivered collaboratively by our two regions. Each region designed routes and selected venues for meals. Volunteers from both regions shared leading and sweeping duties over the weekend. Thanks go to all involved in making the tour successful.

Our Friday route took us from Manassas into Orange, VA, for a deli lunch at Market Table Provisions. We then continued on in the direction of Charlottesville, stopping for a glass of wine at the Barbourville Winery, where some amazing thunderstorms barely caused a pause in conversation.

Saturday's agenda included a guided tour of Montpelier, Maybelle's Diner for lunch, and the popular Devil's Backbone Basecamp Brewery at Roseland, VA. The tour dinner was in a private dining room at the Boar's Head Resort.

The weather this year was actually good. Rain fell, but not on our parade. **DV**



Class of '21 gather for a photo opportunity at the Devil's Backbone Basecamp Brewpub and Meadows. Left to right: Beer and smiles



The Marshalls consult with the Madisons at Montpelier



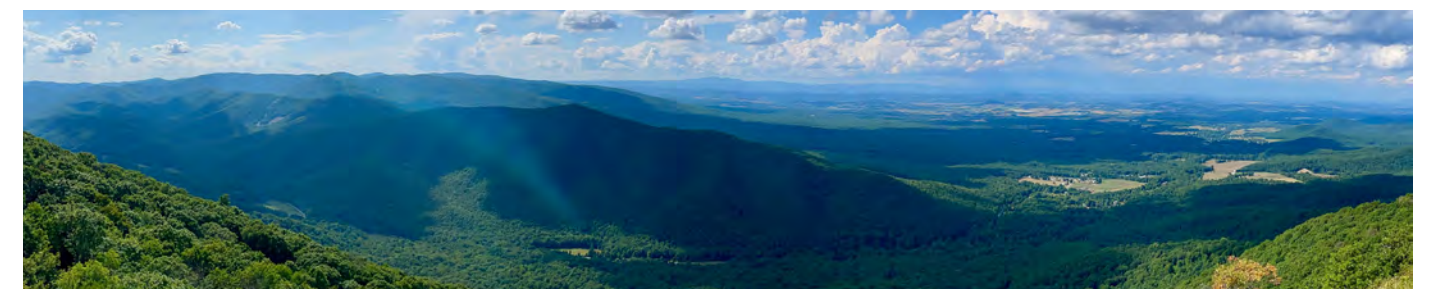
In the room where it really happened, Madison's desk at which the Constitution was drafted



Always puts a Porsche smile on my face when I see this in the door mirrors



Montpelier, as restored to the time of James and Dolly Madison



Heading back to the resort, we stopped at Raven's Roost Overlook on the Blue Ridge Parkway

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Melonie and Steve attack the Esses; one of the greatest sections of track in North America

VIRginia International Raceway

Aug. 27-29, 2021

**STORY BY SUSAN KIMMITT AND BOB MULLIGAN,
PCA POTOMAC DE CHAIRS
PHOTOS BY BOB MULLIGAN AND FANDSENERPRISES.COM**

Potomac region recently held a successful Drivers' Education (DE) event at Virginia International Raceway (VIR) on August 27-29, 2021. The weather presented a dry but extremely hot playground for over 180 drivers, crew and volunteers with approximately 175 cars participating. A great time was had by all.

The historic VIR is a destination motorsports resort located south of Potomac region on the Virginia – North Carolina border in Alton, Virginia. There is a long history of car and motorcycle racing events held at this site starting in 1957 with the first race held here, an SCCA race, won by Carroll Shelby in a Maserati 450 S. The track was busy until the 1970's brought in both the rise of NASCAR oval-track racing and the fuel crisis, both conspiring to reduce use of this track and resulting in its close in 1974. 25 years passed with the property reverting to

farmland until 1998 when the present owners obtained rights to the site and developed it into the resort we know today. VIR was re-opened in 2000 with the 3.27 mile, 22 corner track conforming to the centerline of the original track with some needed renovation and expansion as well as the addition of many appreciated features, such as on-site lodging which include deluxe Villas, the Lodge and paddock suites which are located directly above the garages along the front straight. A favorite of everyone is the Oak Tree Tavern, which is a restored 1800's plantation house and provides a popular spot to have dinner and drinks at the end of a great day on the track.

Potomac PCA has a history of traveling to VIR every year since 2001. This has long been the favorite destination for many of our club's drivers with very high-speed straights, incredible elevation changes, fast sweeping corners, and slower very technical corners. This is a definite must for those who want to experience a beautifully maintained professional grand prix track that offers some of the fastest straights and challenging climbing "esses" you can find anywhere. It would be hard to find a driver that would argue against this world-renowned track being on their top 3 tracks to drive, anywhere. **DV**



Dean and Tom enjoy the open passing privileges in Red Group



Lining up on grid, those that could, made use of the last few seconds of A/C before heading out on track



It was a hot weekend at VIR. Track temperatures approached 140°F... also happens to be the perfect temperature for a 48oz Porterhouse cooked at Kenny's Paddock Steakhouse



When learned economist, Joe Minarik, (right) joined the Grid Team, the conversation climbed way beyond our "favorite puppy pictures of 2021"



Tom and Guy squeeze the loud pedal on the front straight

DEUX OVER PART II

STORY AND PHOTOS BY STEVE GRUMBACH

The Drive Across America



IN THE AUGUST EDITION of DER VORGÄNGER, we brought you Part I of Steve's search, acquisition and collection of his Boxster S, subsequently named Ginger. Part II picks up his journey from Phoenix, AZ, where he attended the PCA Treffen in early May. DV

Scottsdale to Goulding's Lodge – May 9

Following the club event, my travel companion, Alan French, and I set off for Goulding's Lodge nestled against the canyon walls of Rock Door Mesa in Monument Valley, Utah just over the northeast corner of Arizona. Alan had rented a large black Porsche Panamera, which he nicknamed "Juan". (Juan Panamera, get it? Hum a few bars...) Avoiding Interstates, our route through Arizona took us through the higher elevations of the Tonto National Forest before descending through the flat desert plains outside Holbrook, AZ.

Early afternoon, it was time for lunch. And where best to grab a meal in Holbrook? Why that would be Mr. Maestas Family Restaurant on old Route 66. No need to Google it; the sign in front will let you know, "Best Food in Town". The interior décor was Old Route 66 period kitsch, knick-knacks and memorabilia. Alan, originally from the UK, took great delight in seeing The Beatles upon entering. Strewn around the building is a collection of vintage American vehicles in questionable condition. (And by "questionable", I mean when did they last run?) Just perfect.

The balance of the afternoon was a run north through Arizona on Rt. 191 and 163 that took us through the Navajo Nation's land, arriving at Goulding's just before sunset. As the sun shifted across the prominent rock formations in Monument Valley catching each in shadows and highlights in a spectrum of reds, golds and browns, we headed to dinner anxiously anticipating a scenic adventure for the day ahead.

Monument Valley and Red Cliffs – May 10

You've likely seen it countless times and maybe never consciously recognized the stunning backdrop that is Monument Valley Navajo Tribal Park, Utah. It's been in numerous western movies over the decades, with notably the earliest John Ford's Stagecoach (1939), The Searchers (1956) and How the West Was Won (1962) along with contemporary classics such as Easy Rider (1969), Forrest Gump (1994) and even 2001: A Space Odyssey (1968). And if you haven't seen it, catch the opening sequence of the Coen Brothers' The Ballad of Buster Scruggs (2018). It's a long list and for good reason.

I couldn't resist the temptation to take a few "beauty shots" of the Ginger in the soft early morning light.

Our trek north was on Route 191 to our destination at Red Cliffs Lodge outside of Moab. Nestled in the surrounding 2,000 foot cliffs along the Colorado River, the ranch, lodge and winery on 220 acres was to be our base for two nights while touring Moab.

Memorable scenes along the route to Moab were the rock formation named Mexican Hat (from with the nearby town derived its name) and Wilson Arch.



At Mr. Maestas Family Restaurant, they sure know how to attract attention



Goulding's Lodge nestles into the mesa near Monument Valley



Cue up The Who's, "I Can See for Miles" and let it roll

Located inside Red Cliffs Lodge is a small museum that details the many movies, television shows and commercials shot in the area. Yup, Thelma and Louise took a tumble on their T-bird nearby. Curly whipped the boys into shape in City Slickers II and Indiana Jones had his go in The Last Crusade. John Wayne, Maureen O'Hara, Ben Johnson, Rock Hudson, Henry Fonda, Anthony Quinn, Lee Marvin, Richard Widmark, James Stewart and Richard Boone all worked on location at Red Cliffs Ranch. And it was a John Ford favorite as Wagon Master and Rio Grande were shot there.

With a late afternoon arrival we socially distanced to the bar and met my mate Rick Davis, now a resident of Sandy, Utah who would be our guide and trip advisor around Moab. Rick was my high school classmate in Cuyahoga Falls, Ohio (celebrating our 50th reunion this year; you can do that math on that). Over dinner high tales of (near) misdemeanors of our youth and various world-wide calamities in the following years dominated the lively conversation. This was a mere warm-up for the touring adventures in the days that lay ahead in Moab.

Exploring Moab – May 11-12

I think we could have taken two weeks to explore the area and been continuously enthralled with the ever changing and majestic scenery surrounding Moab, but as it was we spent two days. And well spent they were. Rick's Toyota Forerunner provided the perfect tool for the job on the unimproved, dirt rutted back roads on remote trails as well as a comfortable cabin on the paved two-lane passages through Canyonlands and Arches National Parks. I shudder to think how difficult it would be to replace a Continental Extreme Contact Sport 265/35ZR20 tire or, heaven forbid, a Porsche suspension part. AAA Service won't be arriving anytime soon!

Our arrival in the parks was at a time early in the post-Covid vaccination phase. The parks were crowded with like-minded travelers seeking a safe outdoor environment. Seems like we all had the same idea. Locals noted they'd never previously seen crowds of this size before; the National Park service managed vehicle flow in the limited space due to capacity and, in the case of the more popular Arches National Park, shut down entry mid-morning.

The Park Service provides the best summary description of Canyonlands as, "... a wilderness of rock at the heart of the Colorado Plateau. Water and gravity, this land's prime architects, cut flat layers of sedimentary rock into hundreds of canyons, mesas, buttes, fins, arches, and spires.... Bighorn sheep, coyotes, and other native animals roam its 527 square miles. Canyonlands is wild America."

On to Salt Lake City – Afternoon, May 12

On visual overload after our stays in southeast Utah, we departed for Sandy, UT for a stay with friends Rick and his wife near Salt Lake City. South to north across Utah, the topography changes gradually from desert plains to dramatic snow covered alpine peaks and rough rock canyons.



The view from the balcony at the Red Cliffs Lodge outside Moab, UT.



Following Ginger through Price Canyon, UT.



The Road Island Diner, in Oakley, UT, is a rare classic Art Deco diner car restaurant. It was on exhibition at the 1939 World's Fair in New York

About half-way on the 220 mile stage we were in need of fuel and gas. The cars as well. On entry to Green River, Utah, Juan was on fumes. (“No problem really”, noted Alan. “I had three more miles to empty”.) After fill-up, Alan suggested we head for a Mexican lunch spot nearby. “Tacos La Pasadita – 5 stars. Best in town!” he proclaimed. Well let’s just say his enthusiasm waned as we pulled up to a food truck parked outside a converted Shell gas station with seating arranged under the overhead awning. Given my far too frequent experience with Taco stands while a resident of Southern California, I assured Alan that the rule of thumb is: the sketchier the outside, the better the food. And the result? Outstanding! To commemorate the occasion, I asked the server if they sold the tee shirts she was wearing with the truck logo. “Oh no,” she said, “You have WORK here.” Sadly, time would not allow.

Further along with more dramatic elevation changes, US 6 winds northwest through Price Canyon. I recall distinctly on my drive two years earlier in the Cayman I’d taken US 6, but in the opposite direction. I located to very spot just north of Castle Gate for a good comparison picture.

Around Salt Lake City – May 13

Sandy, Utah is a quiet suburb not 30 minutes south of Salt Lake City, nestled at the foot of the snow capped Wasatch Mountains that offer a scenic range of pleasurable drives to ski areas mere minutes away. We explored two: Big Cottonwood Canyon to the Solitude Maintain Resort (base elevation 7,988 ft and 10,488 ft at the top), and Snowbird to the Wasatch National Forest (base elevation 7,760 ft and 11,000 ft at the top). Both areas receive more than 500 inches of snowfall per year, due to lake-effect enhancement from the Great Salt Lake, making them the second snowiest ski areas in the United States.

The winding two-lane roads through the forest parks to the resort areas of each was a delight, occasionally shared with a couple 911’s descending from their morning drive (flashing headlights were taken to mean: “I see you brother. Enjoy!”) Both areas offer much to the adventurous year-round: hiking trails, tubing and ropes courses.

Sadly, Alan needed to return Juan Panamera to its rightful owner in Phoenix and catch a flight home. So Rick and I headed east over the Wasatch Range for Park City to walk about and explore the town notable as host city for the 2002 Winter Olympics. Quaint antique shops, art boutiques, bars and restaurants abound.

Through peaks and valleys framed by the Uinta-Wasatch Cache National Forest lays the small town of Oakley, Utah. And a magnet destination for car guys: The Road Island Diner, a rare classic Art Deco diner car restaurant. On exhibition at the 1939 World’s Fair in New York, it operated in New England for generations until moved to its current location in 2008. It is now on the National Register of Historic Places by the National Park Service; their corned beef Rubin sandwich should be, too. Highly recommended: The two-lane Route 32 northeast through Rockport State Park and Reservoir.



Near the Utah-Colorado border in the Boxster S. Pilot’s view for 3,822 miles

Best Mexican restaurant in Salt Lake? “No question; The Red Iguana, downtown”, Rick said. The sign out front says, “Killer Mexican Food” is not an understatement; an appetizer with your entree will send your cholesterol count heavenward for two quarters.

Located next door is another classic: the All Star Travel Motor Lodge, which for all appearances looked like the set of a Quentin Tarantino movie. No need to call ahead, judging by the walk-in traffic. If ever you are in need of lodging while in Salt Lake, I’d say they can easily accommodate your short and long-term needs, so to speak. And while they offer a kiddie play area, I’d suggest you keep them locked in the room. Doubtful this will make the short list for a future Treffen.

On to Steamboat Springs – May 14

It was sad to leave my mates Alan and Rick behind, especially the fine hospitality shown us in Sandy, but it was time now to turn east and head for my next destination: Steamboat Springs, Colorado. Briefly circling the peaks east of Salt Lake City on I-80, I soon picked up U.S. 40 through the high deserts, meadows and ranchlands of the Uintah and Ouray Reservations on the way toward the Colorado state line. The day’s journey would span 385 miles and take the better part of the day with occasional stops to take in the view. And take a couple more “beauty shots”...

Steamboat Springs, nestled in the Rocky Mountains, is a charming small town (population less than 20,000), established along the railroad route but is now best known for the nearby ski areas. The locals informed me derisively that I had arrived for what they called, “mud season”. Yet it is a popular year-round vacation spot with hiking, horseback riding, camping, boating and rafting as favored summer recreational activities. I headed for the bars downtown, and found one in the spirit of a British pub: the Old Town Pub. (Adding to the ambiance, my waitress was originally from the UK and retained her distinctive accent, although having been in Colorado for more than 20 years. Alan? Alan?) Gluttony ensued.



Snowbird Ski Resort, Utah

Drive. Dine. Sleep. Repeat. And Runnin’ for Home

Johnny Cash’s, “I’ve Been Everywhere” is a great song, and it came up often; after 2,634 miles over ten days, I could relate - although it wasn’t the route I chose. Then again Johnny didn’t have Google maps. Following these days of scenic drives west of the Rockies when it was much more about the journey than the destination, after Steamboat Springs it was an Interstate highway sprint for home to Virginia. Parsing the return into manageable 600 mile chunks included overnight stops in Lincoln, NE and outside Indianapolis, IN.

Home - May 17

Vital stats: 3,822 total miles (every one of them a pleasure), 12 total days, average fuel consumption 30.2 mpg.



Soap’s Up!

A good wash to clean-up the road grime as a first step in detailing. Pleased to report Ginger suffered minimal road rash and now sparkles like a diamond ready for the next adventure.

Postscript

To get Ginger road legal required mandatory Virginia safety and emissions inspections upon my return. At check-out, the counter clerk looking incredulously at the work order asked, “Where did you find a 2013 Porsche with 18,404 miles?” “Phoenix”, I replied. “And when I picked it up 12 days ago, it only had 14,500 miles on it.” “Wow! she exclaimed. “I guess he never drove it. Why did he sell?” Me, “He wanted a new Corvette”. Eye roll. “You mean the NEW one?” she asked. “Well I guess you got the better part of THAT deal”. She said it! DV

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Not all cones are the same in Autocross

How to Design an Autocross Course

Speed Secrets Included!

STORY BY JEFF BRAUN, PCA POTOMAC AUTOCROSS CHAIR
PHOTO BY MIA WALSH

Designing an autocross course is one part inspiration, two parts math, and finally one part art. A good course design fundamentally has three key components: challenging yet familiar elements, non-intuitive optimal driving lines between the elements that take contemplation and trial and error to find, and above all else: flow. Additionally, a good course design results in a course map that is beautiful and/or intriguing to look at. In our region, three of us take turns designing courses: Howard Leikin, John Clay, and Jeff Braun. Those of you who are regulars at our events have probably noticed the differences in our styles, and that is part of what makes our seasons so fresh: each event has a course that feels totally different from the last!

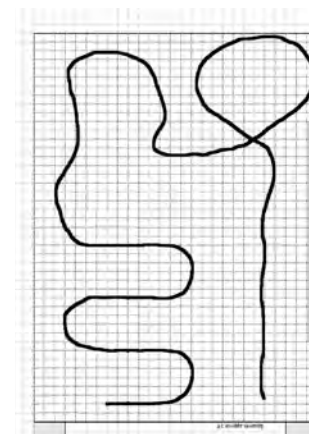
Every course designer has his own unique method of creating a course, but I would like to share with all of you my personal path to creating a course. If you're interested in increasing your competitiveness, you may want to read this article to the end, because I'm also going to share a couple of the curve balls I like to throw in nearly every course I design. Additionally, I have found that as I've learned how to make a flowing course, I've had the added benefit of learning how to better drive a course as a whole, as opposed to merely connecting individual elements, which has greatly improved my times.



Bowie Stadium's features can be challenging to design around: Street lamps and barriers (shown in red) must be avoided

Step 1: The First Sketch - A Course is Born

The first thing I do when creating a course, much like writing an article like this one, is stare at the daunting blank page and wait for some inspiration. Often, our venue has some defining features that bound the course. Believe it or not, these features are often a help when creating a course, because they create some limits that give a starting point, kind of like having an outline of a paper handed to you before you start writing. However, they also can make it difficult to make each course unique. On the other hand, a blank pad of asphalt (such as an old air strip or our often-used Potomac Circuit at Summit Point) can result in writer's block.



Here's a view of my first sketch

For today's exercise, let's go through how I designed last month's PorscheFest course, which was at Potomac Pad. As you can see, it doesn't yet have a lot of driving personality, but it is simple and therefore easy to memorize the general direction. I wanted the course for this event to be like pop music: simple yet surprisingly catchy, because this PorscheFest is, at its heart, a festival.

The last thing we want for this event is a bunch of Did-Not-Finishes (DNFs) due to people going off-course.

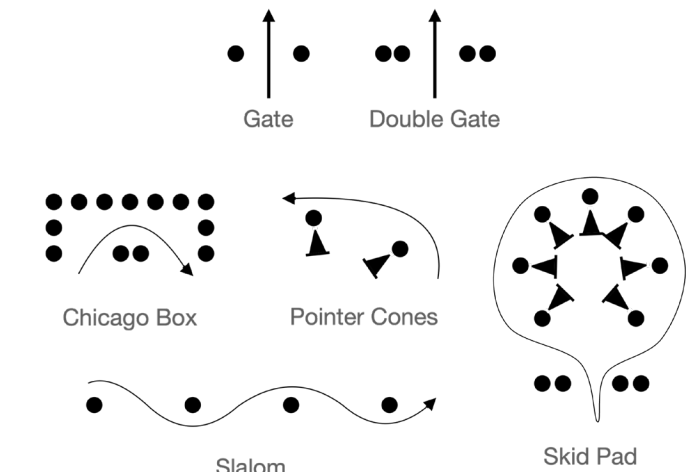
Now for the million-dollar (Euro?) question: Can you guess the inspiration behind this course? Don't tell anyone, because my insanely high salary for designing these courses could be put at risk, but my inspiration for the Porsche-Fest course was... the Alfa Romeo logo (for those of you who don't know, my autocross weapon of choice is an Alfa Romeo 4C)!



The Blank Slate: Summit Point's Potomac Pad provides endless possibilities, but also, often writer's block

Step 2: Filling the Course Out

Let's start with the elements: Each autocross course, at its core, consists of fundamental elements, like these:



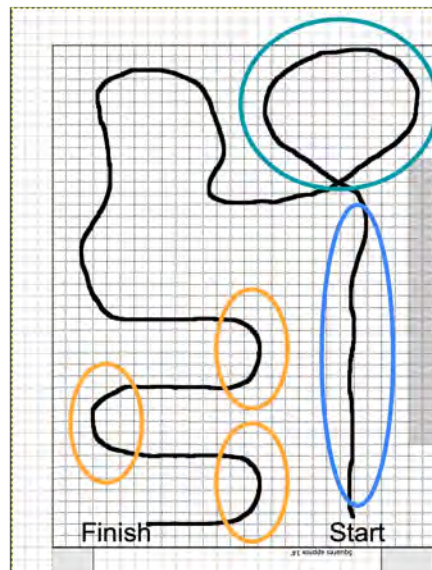
Autocross course design elements

So, as I look at my first line, I ask myself: What elements could work where? In this case, I saw an opportunity for a nice, long slalom at the beginning, as well as a skid pad and several opportunities for Chicago Boxes.

Let's go through each of these elements. For the slalom, since it is the first thing drivers will encounter, I know that they will not be going fast at the start. But also, it's no fun to just putt around at a low speed, so I decided to make it a "growing slalom," where each cone is spaced progressively farther apart. This way, drivers get the thrill of accelerating through the slalom element.

The skid pad is pretty straightforward: basically it's a circle, but we can make it more interesting by moving cones inwards and outwards, then the drivers get to play with throttle-steer to stay as close to each cone as possible to minimize their distance travelled.

The Chicago Box is one of my favorite elements. It can look really daunting at speed with all those cones, but if you hit it just right, you can carry a lot more speed than you'd initially think. But, we don't want to simply repeat the same element over and over again, so I want to change the appearance of the three zig-zags so that each one feels different from the



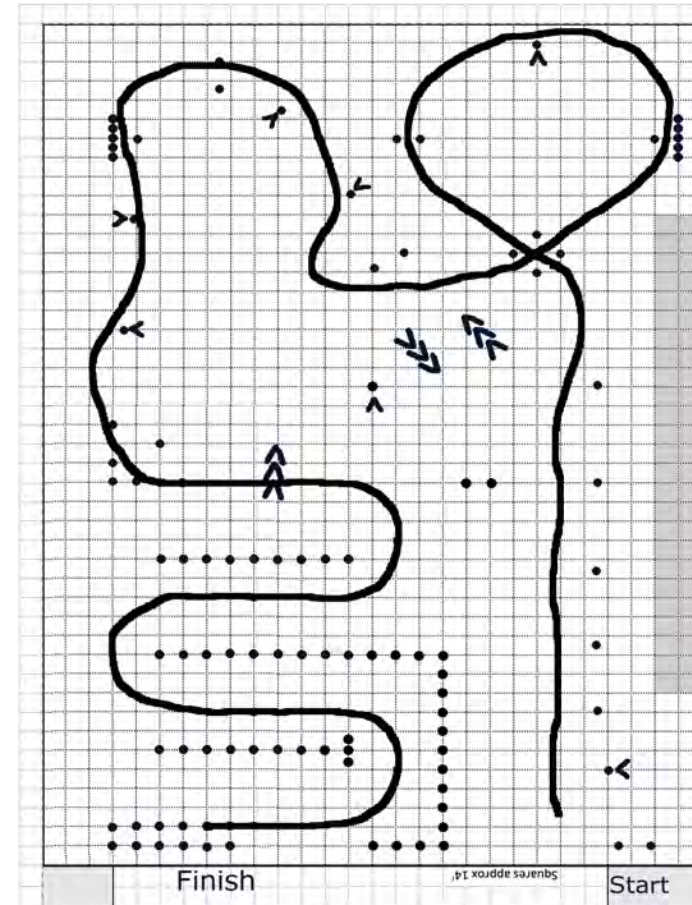
Skid Pad

Slalom

Chicago Box

last. I want to put the Chicago Box version at the one where we need the drivers to slow down most, so that will be the last one since it's right at the finish, where drivers need to be able to stop.

You'll notice in the image below that the cones don't always align with the draft line. That's because as I draw out each cone, I ask myself if any of the transitions of direction are too abrupt. I try to smooth out the changes in direction, and also think about the speeds between and in each element.



Placing the cones

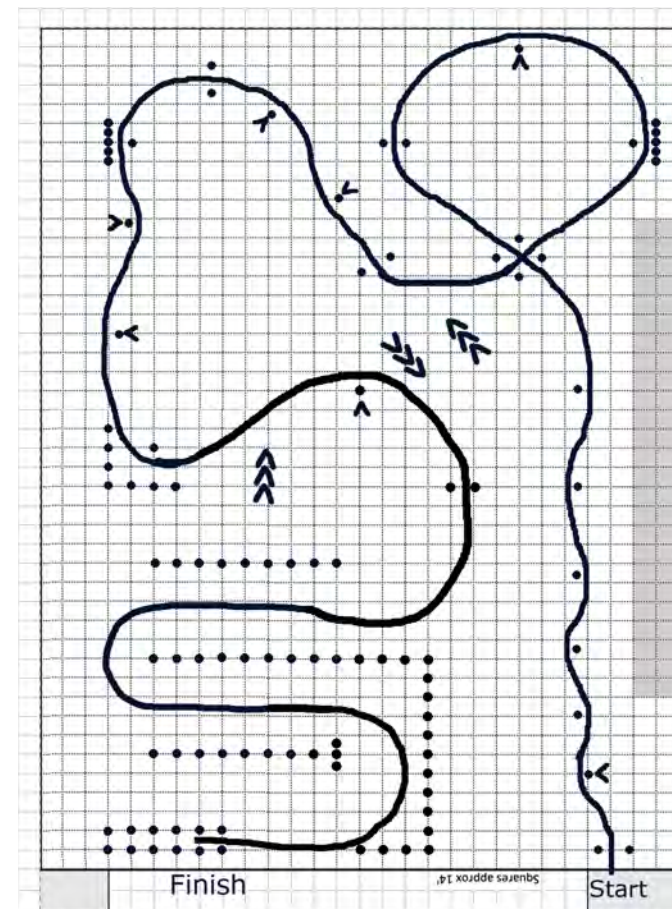
Let's take the slalom as an example: I wanted it to max out at about 50mph because that is a speed that will make the entrance to the skid pad exciting while not being way too fast for the expected ~35mph speed through the skid pad. To achieve this max slalom speed, I spaced the last cones at about 70 feet. While doing the physics calculations to determine all these speeds vs radii assuming a lateral grip effect of one "g," I prefer to use the famous Roger H. Johnson lookup tables. Roger is probably the most famous autocross course designer in the world (yes, that's a thing), and he's given a ton of great information to our community over the years. His lookup tables and course design tips can be found online.

Step 3: Tricking the Audience

The final step is to redraw the course line based on where the cones ended up.

While it certainly is possible to draw the optimal line through the course at this stage, where would the fun be in showing everyone what that looks like right out of the gate?

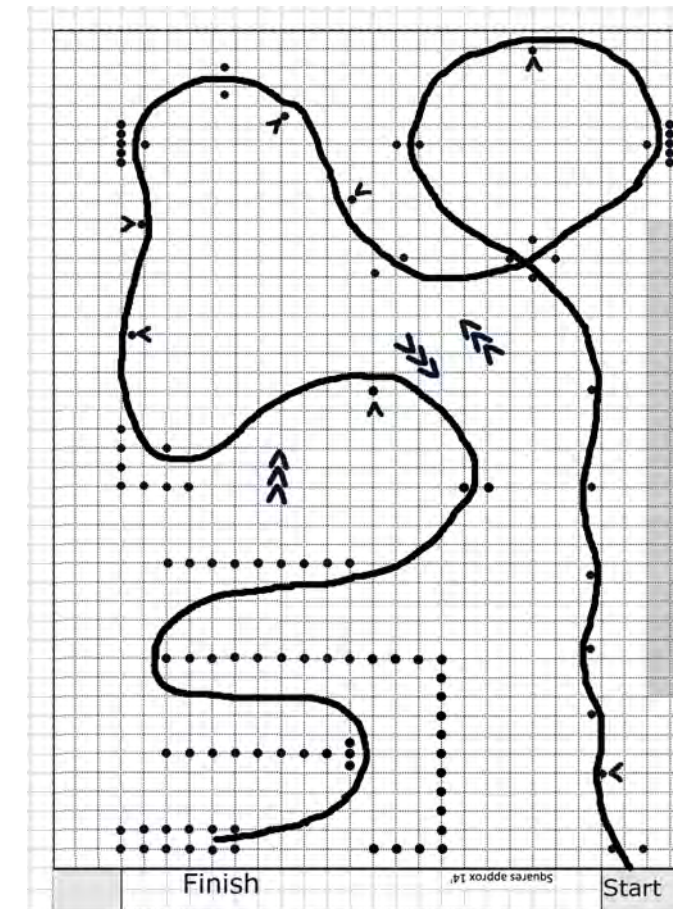
Instead, I like to draw intentionally incorrect lines at times to trick the eyes and to give drivers a puzzle to solve. Plus, with some artistic license, we can also make the course map look a bit more memorable.



The final design and just one way to navigate the course

Bonus Content: Speed Secrets!

Now, if you are interested in seeing what the optimal looks like, here it is.



The optimal line through the course

It may look only subtly different in places, but those small differences add up to significant time. For instance, even the way you position your car at the starting line can make as much as a tenth of a second of difference! Notice how in the optimal line, the car is positioned to the left of the gate and angled to the left. By doing this, you gain yourself a little straightaway before the slalom starts.

So that's how I go about designing courses! Hopefully this demystifies the process a little bit, and perhaps demonstrates how different designers can come up with such uniquely different tracks from one another. Due to the timelines associated with publishing this magazine, I authored this article before P-Fest actually occurred, so for those of you who attended P-Fest, I hope you enjoyed the course! The main reason we volunteer to design these courses is to see the joy on peoples' faces when they do their runs. As the great Roger Johnson says: "Be a commercial artist, not a fine artist" when designing courses. Our goal as designers is to please the audience above all else with our designs. DV

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Trent Hindman gets airborne in the #16 Porsche 911 GT3R (GTD Class)

Sahlen's Six Hours of the Glen

June 25-27, 2021

STORY BY KEN MARKS
PHOTOS BY CHRIS WHITE

The first practice of this anxiously awaited event started at 4:20pm on Friday, June 25. Less than 7 minutes later there was a red flag as one of the LMP2 ORECA's went off course. However, it was an exciting practice session. The session ended with the following class leaders: the #60 Acura DPi of Olivier Pla the fastest in the DPi class, the #11 LMP2 of Tristen Nunez first in class, the #36 LMP3 of Oliver Askew in a Liger JS P320 first in class, the #4 GTLM of Nick Tandy in a Chevrolet Corvette C8.R first in class, and the #14 of Jack Hawksworth in a Lexus RC F GT3.

For those that are not regular followers of IMSA (International Motor Sports Association) racing, here is a brief review of the racing classes (provided by IMSA):

Daytona Prototype international (DPi) - The fastest and most technologically advanced sports cars in North America, the Daytona Prototype international (DPi) is specifically designed and engineered for the race track. DPi cars use chassis built to international specifications powered by engines from mainstream automotive manufacturers like Acura, Cadillac and Mazda. In addition, DPi bodywork includes styling cues that align with these engine manufacturers.

Le Mans Prototype 2 (LMP2) - The Le Mans Prototype 2 (LMP2) is a closed-cockpit car developed by four approved constructors. In addition to the IMSA

WeatherTech SportsCar Championship, LMP2 cars are eligible to compete in other global series such as the FIA World Endurance Championship, which includes the prestigious 24 Hours of Le Mans.

Le Mans Prototype 3 (LMP3) -- The Le Mans Prototype 3 (LMP3) is an entry level closed cockpit car developed by four approved constructors. In addition to the IMSA WeatherTech SportsCar Championship, LMP3 cars are also eligible to compete in the IMSA Prototype Challenge -- one of IMSA's driver development series -- as well as other international series such as the European Le Mans Series (ELMS).

GT Le Mans (GTLM) -- Utilizing the same technical regulations as the 24 Hours of Le Mans, the GTLM cars are the most elite and fastest GT cars on the track. Based on production models, they are engineered to extract the maximum performance possible. The class serves as a true proving ground for leading manufacturers such as BMW, Corvette, Ferrari and Porsche.

GT Daytona (GTD) -- The GT Daytona cars are enhanced (not defined by) technology and utilize the global FIA-GT3 specification. The GTD class consists of cars from leading manufacturers such as Acura, Audi, BMW, Ferrari, Lamborghini, Lexus, McLaren, Mercedes-AMG, and Porsche.

Back to the race. By Saturday, after qualifying, the class leaders had changed, and the qualifying order was as follows: DPi -- #10, Ricky Taylor, Acura DPi; LMP2 -- #11, Steven Thomas, ORECA LMP2 07; LMP3 -- #2, Austin McCusker, Liger JS P320; GTLM -- #3, Antonio Garcia, Chevrolet Corvette C8.R; and #14, Jack Hawksworth, Lexus RC F GT3. For those new to racing, the qualifying order dictates car positions at the start of the race.

During qualifying, there were several laps deleted for cars exceeding track limits. This is something that is becoming a bigger issue in Formula 1 racing. Now we are seeing lap deletions in sports car racing as well.

Race day dawned under cloudy skies with 73-degree temperatures. There was a 10:40 am start and the racing was immediately fast and furious. The first yellow flag came out only 7 minutes later, at 10:47 am, and at 10:48 am Cooper McNeil was into the pits in the #79, GTLM Porsche 911 RSR-19 with the left rear wheel and wheel well on fire. Cooper was unaware of the fire. After the fire was put out, the car was wheeled behind the wall and the race day of the only Porsche in the GTLM class was over. This left the 2 Corvettes and 2 BMWs as the only cars in the GTLM class.

Shortly after Cooper's GTLM fire, action in the GTD class heated up. Trent Hindman in the #16 GTD Porsche 911 GT3R passed Kirk Kirkwood (#14 GTD Lexus RC F GT3) for the lead in GTD.

The first pit stops commenced at 11:05 am and positions changed rapidly. At the 1 hour 20-minute mark (12:01pm), Dane Cameron (#60 DPi Acura) was in the overall lead closely followed by Ricky Taylor in the #10 DPi Acura in second. Nick Tandy was leading GTLM in his Chevrolet Corvette (#4) followed by his teammate Jordan Taylor in the other (#3) Chevrolet Corvette C8.R. The BMWs trailed in the class. In GTD, Corey Lewis was leading in the #1 Lamborghini Huracan GT3 closely followed by Trent Hindman in the #16 Porsche 911 GT3R less than a second behind.

At 2 hours into the race (12:37 pm), the GTD class leaders remained largely the same, except Trent Hindman in the #16 Porsche had taken over the lead and Corey Lewis in



John Edwards (#24) in the BMW M8 GTE and Jordan Taylor (#3) in the Corvette C8.R battle in the GTLM class

the Lamborghini had fallen to 10th. The Lexus RC-F GT3 of Kyle Kirkwood moved into second in the class.

By the 3-hour mark, Filipe Nasr in the #31 Cadillac DPi had passed both Acura DPis to move into the overall lead. The Chevrolet Corvette C8.Rs maintained their leads over the BMW M8 GTEs in GTLM. In GTD, Hindman's #16 Porsche 911 GT3R maintained its lead over the Lexus RC F GT3 in class.

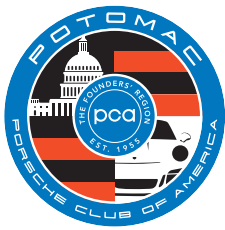
At the 5-hour 23-minute mark, moves were made. The Mazda DPi of Harry Tincknell (#55) moved into the lead in DPi, followed by Olivier Pla in the #60 Acura DPi. In GTLM, Nick Tandy was again in the lead in the #4 Chevrolet Corvette C8.R followed by Antonio Garcia in the #3 Chevrolet Corvette C8.R 0.244 seconds behind. In GTD, even bigger changes were being made. The #96 BMW M6 GT3 of Bill Auberlen was now in the lead followed by 0.337 seconds by Daniel Morad in the #28 Mercedes-AMG GT3. Patrick Long in the #16 Porsche was now in 6th and Jack Hawksworth (Lexus RC F GT3) 7th.

At the finish, the #55 Mazda DPi of Harry Tincknell was first, followed by the two Acura DPis. It was a hard-won win by Tincknell. Antonio Garcia in the #3 GTLM Chevrolet Corvette C8.R first, followed by John Edwards (#24) and Connor De Phillippi (#25) second and third in the BMW M8 GTEs. In GTD, the #96 BMW M6 GT3 of Bill Auberlen was the winner, with Bryan Sellers in the #1 Lamborghini Huracan GT3 in second. All in all it was a great day of great racing. DV

Ken Marks is an award winning photographer, who has been shooting portraits, landscapes, sporting events, fashion and glamour since the 1970s. Nowadays, he works exclusively with digital cameras and processing. Ken travels the world to photograph sports car and Formula 1 racing. His work has been displayed at the High Museum of Art, Atlanta, GA, and he, and his work have been featured in both Der Vorgänger and Panorama magazines. Ken is a member of Nikon Professional Services (NPS) and lives in the Washington, D.C. area.



Cooper McNeil in the 911 RSR-19, before the fire retired the car from a promising day of racing



New Potomacans



PCA Potomac Anniversaries

AUGUST 2021

SEPTEMBER 2021

ROBERT ALEXANDER

2012 911 Carrera GTS from Fairfax

KEVIN BARNES

2009 Cayenne Turbo S from Urbana

DAVID BEVERSTOCK

2008 Cayenne S from Stafford

PATTY BROWN

2017 718 Cayman from Broadlands

VICTOR BROWN

1999 Boxster from Takoma Park

BRUCE CARTER

2013 911 Carrera S from Arlington

DWAYNE CLAYTON

2006 911 Carrera 4 from Lanham

CHRISTOPHER COX

2021 Macan GTS from Washington

MICHAEL DAUGHERTY

2018 911 Turbo from Warrenton

HUGH DAVIS

2006 Cayman S from Leesburg

KIMBERLY DAVIS

2021 Cayenne S from Alexandria

JEREMY DUBLON

2001 911 Carrera from Fairfax

SCOTT EASON

2008 Boxster S from Washington transfer from Redwood

DREW FALL

2003 Boxster from Manassas Park

KAREN FORT

2014 Cayman S from Arlington

JAMES FOSTER

2000 Boxster S from Flint Hill

HENDRIK GEORGE

1987 911 Carrera Cabriolet from Miami

SETH HARRIS

2000 Boxster S from Leesburg

NICHOLAS HERMAN

2006 911 Carrera 4S from Silver Spring

ROBERT HOWARD

2018 Panamera 4 E-Hybrid from Potomac

OMO IGIEHON

2020 Taycan 4S from Great Falls

JOHN JENKINS

2021 Taycan 4S from Washington

LYLE JEPSON II

1999 Boxster from Falls Church

ANDRE JOHNSON

2021 Taycan from Laurel

NIELS JOHNSON

2018 718 Cayman S from New Market

GLENN JOHNSON JR.

1969 911E from Washington

THORDUR JONASSON

2010 Boxster from Bethesda

SETH KAPLAN

2021 Taycan from Vienna

JONATHAN LIM

2013 Boxster S from Urbana

PORUSP MARSHALL

2001 Boxster from Falls Church

ERIC MAYO

2014 Cayman from Centreville

DAVID MCDONOUGH

2020 Macan S from Alexandria

GREG OLAVARRIA

2020 Taycan Turbo S from Bethesda

MICHAEL RAU

2013 911 Carrera S from Leesburg

THERESA RILEY

2021 Panamera 4 Executive from Manassas

DAVID ROSS

2002 911 Turbo from Alexandria

FRANK SANFORD

2001 Boxster S from Fort Belvoir transfer from Alpine Mountain

MICHAEL SHANE

2010 Boxster S from Chevy Chase

AIDAN SKOLODA

1987 924S from Arlington

TONY SMITH

2015 Panamera GTS from Fredericksburg

HOWARD STEINMAN

1973 911S Targa from Bethesda

JUSTIN STEIN

2018 718 Boxster from Arlington transfer from Schattenbaum

PHIL STEINSCHNEIDER

2011 911 Carrera S from Sterling

KHALID SYED

2016 Macan S from Washington

MIKE TREPTOW

1988 911 Carrera from Alexandria transfer from Milwaukee

ROBERT VROOM

2005 911 Turbo S Cabriolet from Great Falls

JIMMY WANG

2021 718 Cayman from Alexandria

TSET WONG

2009 Boxster from Stafford

NEW MEMBERS: 48

45 YEARS

Robert & Linda Carey V & Michele Straus

40 YEARS

John Kemper & Anne Gavin

30 YEARS

Robert & Robert J Waldschmitt

25 YEARS

John Marinho & Kimberly Harris

20 YEARS

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15 YEARS

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10 YEARS

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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 991.
- 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.

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