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UNDER THE BOOT

- 4 The Editor's Column
- 5 The President's Column
- 6 Club Officers and Program Chairs
- 7 Potomac Events Calendar
- 10 PCA Potomac Program Highlights
- 22 2024 Executive Board Elections
- 25 Porsche Rennsport Reunion 7
- 27 Potomacans Proudly Attend Rennsport Reunion 7
- 28 Porsche 963 GTP Wins at Road America
- 30 Michelin GT Challenge at Virginia International Raceway
- 32 New Potomacans
- 34 PCA Potomac Anniversaries



10



12



28

INSIDE BACK COVER

Does Your Porsche Have Wings?

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COVER PHOTO

Mike Flynn and navigator Mackenzie Reilly in Frederick County, Virginia along the route of the Fall Rally. (Story pg.20) Photo by Cindy Choi.

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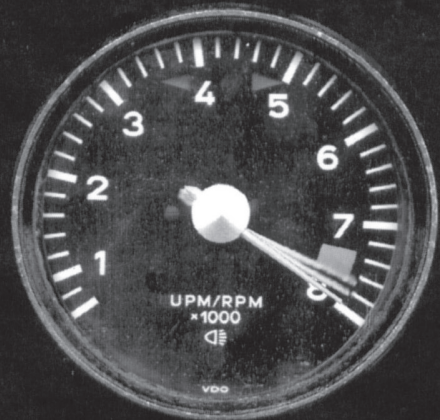


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Three Trips



Glenn Cowan
Co-Editor

I write this from a cruise ship in the Baltic Sea which has me thinking about vacations.

Last year, Kathy and I joined two other Potomac families and drove the New England 1000 Rally. 1,000 miles of gorgeous New England back roads in our Porsche on a series of curated timed segments measured to the second. In all we were only one second off perfect - which wasn't really the point (and both of our Potomac couples were not off even that!). Very nice hotels, luggage moved by truck, wonderful food, good companionship and driving a Porsche. What could be better?

Well, this year we are on a seven country two week cruise on the North and Baltic Seas. Better food, nicer suite, wonderful veranda looking out at gorgeous sunsets. Everyday brings a new experience and wider knowledge of places we haven't been. The only Porsches we see drive by us. Mine is thousands of miles away under a cover (I hope it's okay).

Next year we are going to undertake a trip we have thought about for years - drive the Porsche across the country. Outbound northern route through the Rockies to Seattle; return through San Diego, New Orleans, Smokies, Shenandoah.

We're thinking maybe two months using the National Parks Guide as our map. All in our Porsche.

Of the three, which is likely to stir the most memories? I think the Porsche cross-country trip will win in a walk (well - a drive). No company but each other - well, we will see Kathy's brother in Seattle and our son Patrick in California but you get the point.

The best scenery on Earth, new places, back roads, occasional Dew Drop Inn eateries and the best driving car we ever hoped to take on such a trip.

Next year I will tell you all about it! DV


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What's in a Number?



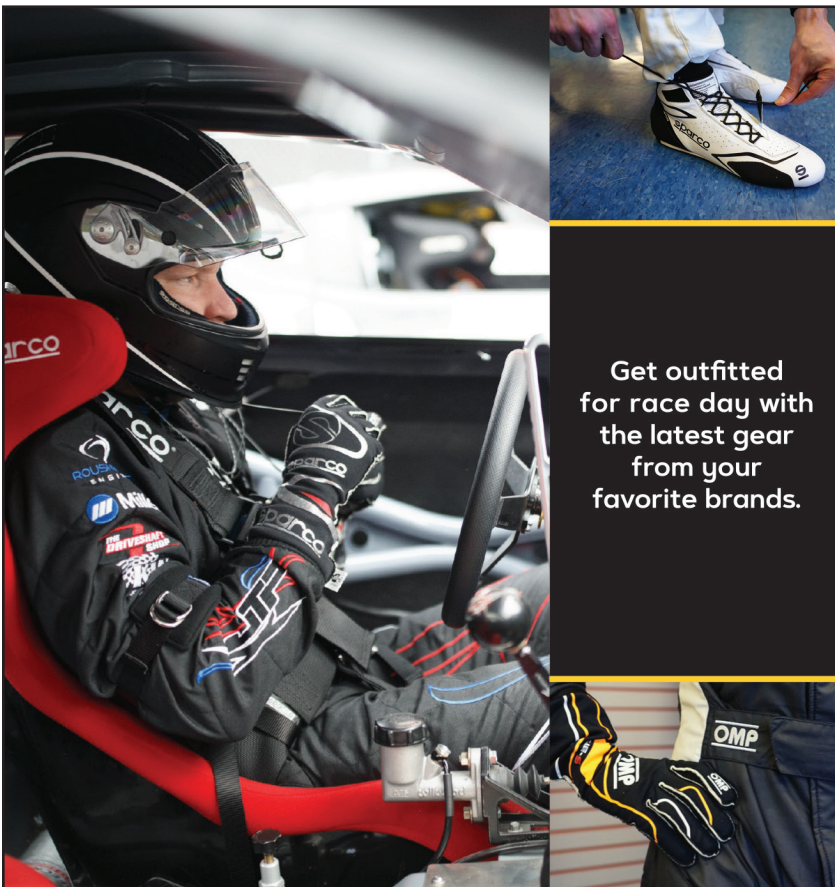
Photo by Nikki Santerre.

In all types of sports you'll see a number to help identify the player. At first glance, that number may not mean a lot or could have been assigned, but for those that get to choose a number, it has meaning. When I first started Autocross and Drivers Education a number of years ago, I got to choose my number. Ever since then, my Caymans have always been 620. June 20th is my birthday so it made sense to use that, and it has become a sort of an identity for my car. This isn't exactly unique and you'll hear all sorts of stories around the paddock from fellow members about the meaning of the number on the side of their car. What is rare is someone changing their car number, when it does have significance.

August 25th now holds more meaning for me and you'll see 825 on the side of my car now. I had the honor of marrying the woman of my dreams in late August. We met through the club at an Autocross event two years ago and the rest is history. Stay tuned to next month's issue for more of the story and a little peek into our wedding and how we included some fun Porsche details. **DV**



Steve Bobbitt
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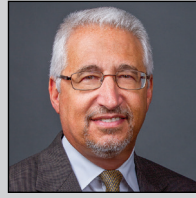
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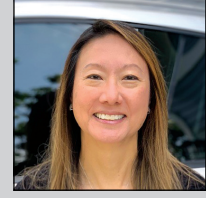
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2023 CALENDAR OF EVENTS

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

NOVEMBER



1-25 PCA Potomac 2024 Executive Board Elections Will be Live for Voting in Motorsportreg Through 25 November

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

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

Virginia

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

Maryland

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

DECEMBER



8-9 Toys for Tots Drop-offs



9 PCA Potomac Holiday Party @ Matchbox, Bethesda Row, MD



9 Annual Membership Meeting @ Marriott Hotel, Bethesda, MD



16 2023 Bull Run Festival of Lights Fun Run

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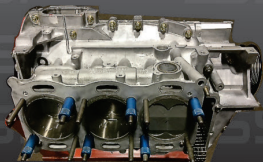
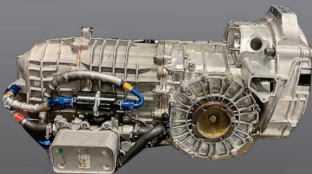
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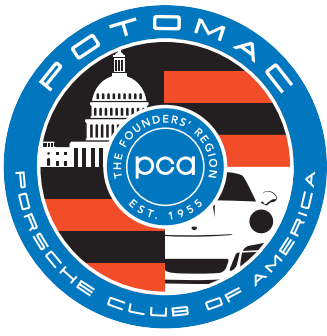
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Potomac Program Highlights

COMMUNITY SERVICE



Community Service: Camp Porsche

STORY AND PHOTOS BY MARCIE CALCAGNO

July 7th was filled with giggles, smiles and wonder from 35 children and a fleet of camp counselors partaking in the Jefferson County (West Virginia) Parks and Recreation Commission summer day camp. They spent the day indulging in all things involved with Camp Porsche at Summit Point Motorsports Park. The school-aged children, ranging from 5 to 13 years old, learned all about the cars, enjoyed parade laps on SP Main track, climbed in cars, tried on the safety equipment, and explored the paddock in scavenger hunts. The drivers attending the DE that weekend succeeded in amazing the campers with answering their many questions and showing them their cars – making this a hands-on experience for all involved.

This fun-filled day was made possible by generous donors and an amazing army of over two dozen PCA Potomac volunteers, under the leadership of Pat Kaunitz. Pat, well schooled in the amount of waivers and paperwork needed when children are involved, ensured all the I's were dotted and the T's were crossed! A huge shout out to Ron and Lauren Tilton who served as the amazing chefs for feeding and refueling the campers, staff and volunteers.

The camp's staff stated, "we enjoyed non-stop activities, and even experienced touring laps...everyone came home with full bellies, full hearts, new friends and new experiences". The 2nd annual Camp Porsche was a true success for all. DV



COMMUNITY SERVICE 2023

3

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CONCOURS



Pete Russell's show winning 1962 356B Karmann Notchback.

People's Choice Concours at PorscheFest

STORY AND PHOTOS BY GARY SIDELL

On a steamy hot and humid Saturday, July 29, 2023, with the temperature pushing 100 degrees, PorscheFest hosted a highly curated Concours with visitors selecting the trophy winners by selecting the car that was their favorite. The sole weather respite involved a very brief rain shower that dampened the exterior of Charlie Stringfellow's 912, the sole car we were unable to house under a roof for the day. While the seven selected cars that participated were parked near the rear door to Chez Summit, we were provided with the roar of the engines from cars that found their way to the track, a mere 50 yards, if that, from our location. Fortunately, Porsches are engineered to avoid severe noxious exhaust fumes that many other cars feel free to omit. As a result, we simply had to contend with the heat and nearby engine sounds for seven hours and didn't even get on the track!

Nearly 100 spectators found their way to our remote display location to inspect the cars involved: a pristine silver 1962 356 (Pete Russell), a fully restored yellow 1967 912 (Charlie Stringfellow), a black 1977 seriously modified

911 (Dr. Phil Wayslina), a super clean Gulf orange 2014 911 cab (Dr. John Klish), a 1 of 60 club blau 2016 911 GTS Club coupe (Jeff and Briget Wynne), a racing yellow (no pun intended) 2016 GT4 (Ed Hahn), and a very small blue 1975 914 (Gary Sidell). With spectators able to vote for their favorite car between 9:00 am and 4:00 pm, and the owners present and able to answer questions or provide information, it was a long day.

At day's end, having tallied a significant number of votes, the results were that Pete Russell and his 300,000 mile 356 took first place for the second consecutive year with more than double the number of votes for the second-place car, Dr. Phil Waysalina's 1977 modified 911. The voting was rounded out by Gary Sidell's 54,000-mile 1975 914's third place showing. Certainly, these pictures showing the winning cars - along with all those participating - demonstrate again that Concours cars, regardless of the competition, are an exceptionally clean bunch, inside and out!

And after the trophy presentations, it was back on the slow road to home yet still with the insufferable heat. DV



Rear view of Pete Russell's 1962 356B Karmann Notchback.



Gary Sidell presenting Pete Russell with the first place trophy.



Second place honors went to Dr. Phil Wayslina's 1977 modified 911.



Show cars enjoying shelter from a brief rain shower and near 100 degree temperatures.



Retiring Vice Chair of the Concours committee Dr. John Klish awarding the third place trophy to Gary Sidell's 54,000-mile 1975 914.



Charlie Stringfellow's lonely 1967 912.

CONCOURS



Gathering of the Faithful

STORY AND PHOTOS BY GARY SIDELL

On Sunday, August 20, nearly 65 cars, inclusive of almost all Porsche models, drove out to Fulton, Maryland for the annual Gathering of the Faithful. The weather cooperated with sunny and blue skies, but very toasty temperatures that caused many cars to leave well before the announced 2:30 pm end of the event. And who could blame them! It was, indeed, very hot!

Our sponsor, Mikey and Mel's deli, located mere steps from our cars, offered fantastic deli fare throughout the event with typically huge overstuffed sandwiches and bagels. Just as importantly, the deli staff blocked off three large sections of their massive parking lot for our exclusive use.

Our Fulton location was a convenient 30-45 minutes from northern Virginia and closer for our Maryland members, hence a central location for the large contingent of members who registered and attended. Our thanks to those who came out in large numbers for this historic annual event. DV



DRIVE & DINE



The Long Mountain General Store in Franklin, WV.

Drive & Dine: Highlands Tour 2023

STORY BY DORY THOMAS
PHOTO MARILYN MILLS

We did it again! Another successful tour of the Virginia and West Virginia mountain highlands! What a roller coaster ride on a beautiful sunny weekend! Once again, we assembled over thirty PCA Potomac members for this year's Highland Tour. We started in Manassas and took a leisurely 100-mile jaunt over the mountains to the Rocktown Kitchen in Harrisonburg, VA, to dine on a lunch of farm-to-table goodness. From there, we had a brief stop in Luray to stretch our legs before heading out over more mountainous byways; then, a second pit stop at the Long Mountain General Store on the High Knob Trail. We ended our first day at the Inn at Gristmill Square in Warm Springs, VA, which served as our base for the tour. Once again, we were entertained that evening by the Southern Rail Express bluegrass band while dining al fresco on delicious hors d'oeuvres and sumptuous prime rib and chicken.

On day two, we continued our trek, heading into West Virginia for some spectacular roads and mountain views, purloined from the prior 2020 Greenbrier Treffen drives;

this was truly a "driver's drive". We stopped at the Cass Scenic Railroad State Park to enjoy our box lunches made by The Warm Springs Gallery & Garden Café. The Cass Scenic Railroad Park provides a unique glimpse into early 20th Century life, and we were treated to the roar of the steam engine and the ear-piercing sound of the train's whistle.

The final leg of our journey covered the crazy, zig-zag mountain road leading up to Ingalls Field airport, where the views are simply breathtaking. From there everyone made their own way back to the Inn at Gristmill Square. Many of us had dinner at the Inn, while some folks cooled off in the pool or meandered down to Warm Springs to dine in one of the local establishments, ending another wonderful weekend.

Thank you to all who made this drive possible, especially LeRoy and Marilyn Mills who organized everything this year, and to the Leads and Sweeps: Steve Kaye and Dory Thomas, Alan and Jane Banks, Mike and Kathy Marshall, and Randy and Shannon Smith. DV

DRIVE & DINE



The Clifton Inn, Charlottesville, VA.

Drive & Dine: Charlottesville

STORY BY GLENN COWAN
PHOTOS BY LARRY FINKEL

A few months ago, Kathy and I decided we wanted to spend a weekend exploring Charlottesville and the environs. We looked at different weekends and then began contacting hotels, restaurants and various attractions that seemed appealing. After finding some old road maps, we laid out several routes we hoped would be fun to drive. We had no idea whether they might be under construction or be otherwise unwise but decided we would figure that out “enroute”.

We also hoped to have one or two of our Porsche friends join us and contacted several in hopes our plans would sync – which they did not - but we proceeded in any case.

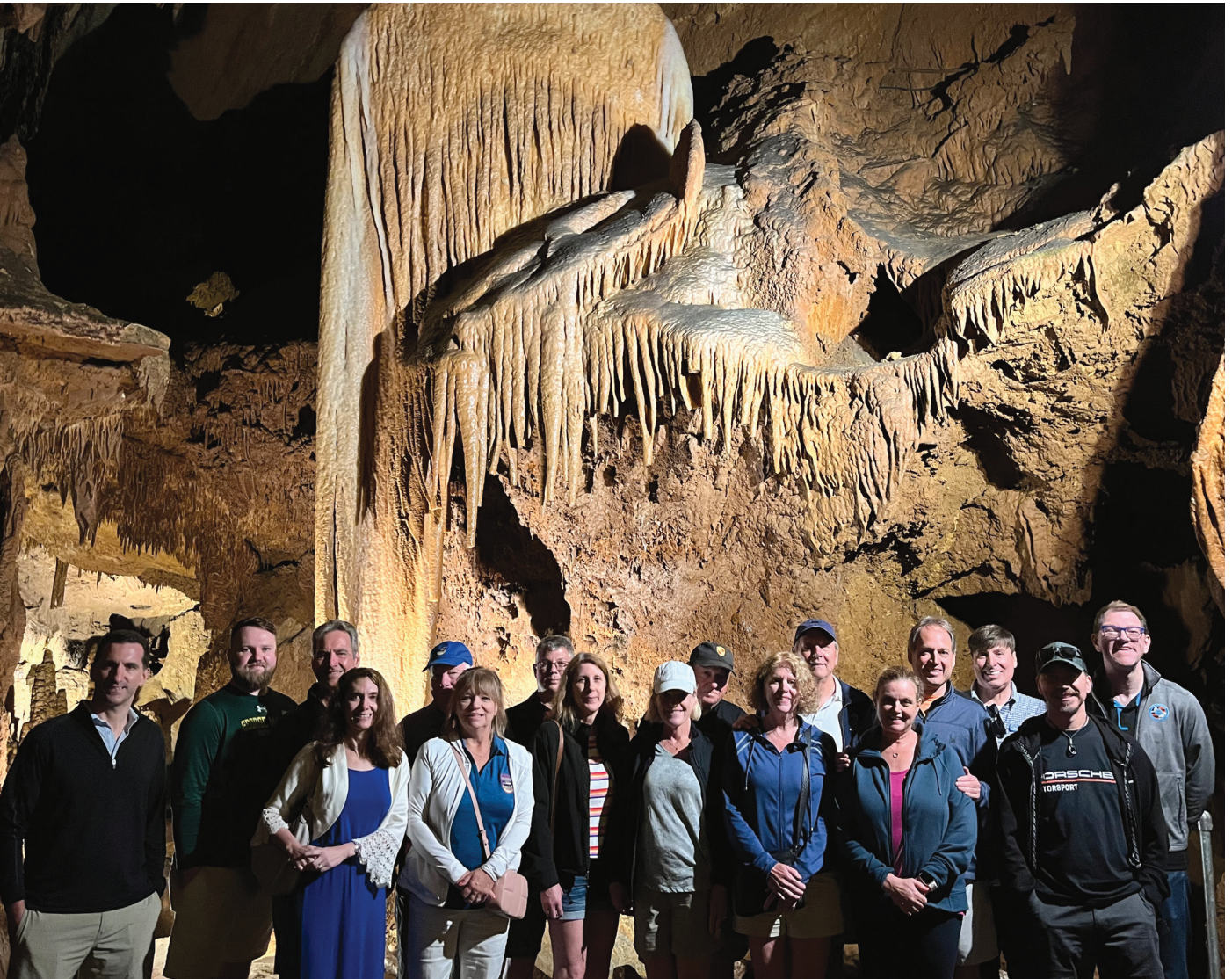
Not that we should have needed reminding, but one of our Potomac PCA friends reminded us that our very own club did all this for us and even had a name for it - Drive and Dine!

This story is, of course, apocryphal but makes the point that it takes a good deal of thought, planning, preparation and

management to provide us with the many Drive and Dine opportunities offered each season.

Take the recent Charlottesville weekend in early July – we participated and enjoyed it thoroughly. 9:00 am on a Saturday that early July, the top was down and we were bound for a meeting point in Manassas, VA, where we assembled and soon departed for the Spoon and Spindle in Orange, VA and a nice lunch. Now, if Kathy and I had driven for lunch we would have had a pleasant but, let’s face it, boring drive to lunch. Not so on Drive and Dine routes! Twisties all the way. Not too fast, not too slow – just right!

We feasted on a great lunch and continued on journey to the Barboursville Winery for an afternoon of good drink and conversation. On that leg, we wound up in the lead and Kathy missed an obscure turn, thus taking several following cars on an unexpectedly complex (but successful) journey!



The group assembled in the limestone Grand Cavern, Grottoes, VA.

Later that afternoon we settled in at the Clifton Inn near Charlottesville where we would be spending the weekend; it served as our base for our several drives in the Virginia countryside. The pool was pleasant, the drinks were cold, the dinner was tasty, and the thunderstorm produced a late Fourth of July fireworks display.

From heaven's entertainment, we ventured to the depths of the Grand Caverns deep underground the next day. Preceded by a spirited and sometimes surprising drive, we walked deep into the limestone caverns led by a guide who seemingly knew every rock and legend in this ancient subterranean wonderland. A welcome surprise was the 50-degree temperature on a 90-degree day "upstairs".

Back on (rather than under) Earth, we proceeded to a more than welcome repast in Staunton, once again preceded by a great drive.

Following lunch, we "rallied" back to the Clifton Inn and another hole in the ground (the swimming pool) prior to dinner, which hardly anyone needed but enjoyed nevertheless.

Overnight was followed by individual drives through the Virginia mountains and back home to reality. What a very nice weekend.

Could Kathy and I have planned this on our own? In a word — NO. For those of you who like to go on weekend drives, don't try this at home! DV



All the Ducks in a Row.

Driver Education at PorscheFest

**STORY AND PHOTOS BY
SUSAN KIMMITT AND BOB MULLIGAN, HPDE CO-CHAIRS**

PCA Potomac has established a yearly tradition of celebrating all things Porsche by including other club activities with our late summer HPDE in our “PorscheFest” on Saturday at Summit Point Motorsports Park Main circuit. This HPDE is held in late July / early August every year and is a three-day event, with Saturday being very special and different from our typical DEs. For this, we invite Concours, Drive and Dine, and Autocross participants to come as special guests and take part in activities at the track. We also encourage friends and family to participate throughout the day, hoping to see lots of happy and interested people wandering around looking at beautiful cars, talking to our members, and watching cars on track at the DE, Autocross, or in the Concours corral.

This year, and for the past several years, Autocross (AX) held a “taste of Autocross” in addition to their usual AX activities. This included an exhilarating ride with an AX instructor for a minimal fee. This was widely popular and many guests participated. At the end of the DE day, on the Main track, we held “charity laps”, which included our Drive and Dine folks and other guests who registered for the activity, who wanted to drive or ride on the circuit at highway speeds. Again, this was very well received.

The Concours cars started arriving first thing in the morning and were set up under the cover of the “Winner Circle” carport. The shade allowed everyone to spend lots of time to slowly walk around and view these beautifully maintained



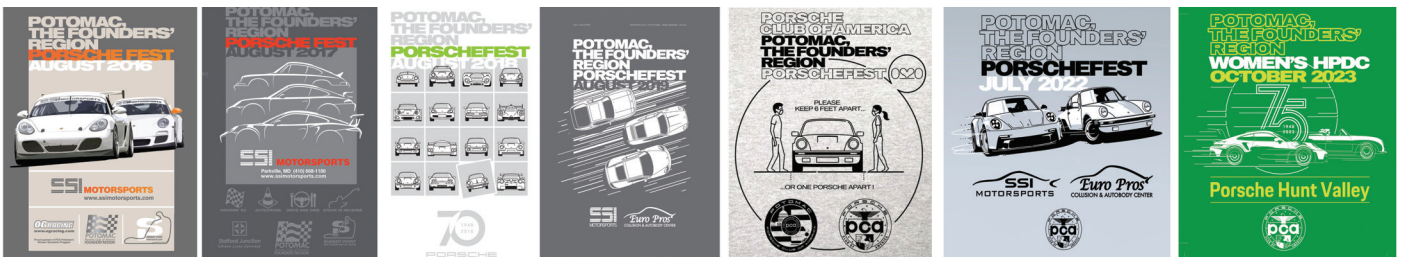
Anu Bhaskar gets the pass.



Allie keeps the grid line in order.



Rainbow of cars staying inside the red line.



2016-2023 PorscheFest banner designs.

cars and talk at length to their proud owners. Voting for the Concours People's Choice award was held towards the end of the day. Finally, at the end of this active day, we held a big Happy Hour and catered dinner for everyone under the large tent at trackside with over 325 people taking part in the event. Great food, drinks, and people.

The Charity Laps monies collected for the benefit of "Back to School Supplies" for Washington High School, Charles Town, WV. We want to thank those who donated to this charity both at the charity rides and during the event.

Our special thanks to SSI Motorsports and Euro Pros for their contributions to sponsor T Shirt costs. We would also like to

thank Dani Munarriz-Springer who designed the PorscheFest shirt for the 7th year, at no cost to Potomac! And as always, many thanks to OG Racing, our overall DE sponsor.

We also managed to have a great three-day HPDE, with lots of great driving laps, and of course heat, rain, lightning and sun throughout the weekend. You never know what the weather will be in Summit Point, West Virginia.

Thanks to all who came and celebrated this 2023 PorscheFest with us at PCA Potomac. DV

RALLY



Arrival at Backroom Brewery in Middletown, VA.

It's About Time: The Fall Rally

STORY BY STEVE GRUMBACH

PHOTOS BY CINDY CHOI AND STEVE GRUMBACH

I recall once on a journey with my father who said, "I don't know where we're going, but we're making good time!" The dad joke perfectly illustrates the challenges inherent in a time-speed-distance (TSD) rally: it's about precisely completing an assigned course in a specified time at a specified average speed. Penalty points are assessed for every second (plus or minus) on the aggregate of each segment, levied at the end of each "checkpoint". Thus, a team consisting of driver and navigator running the route with the lowest number of total penalty points wins. As Emely Winnert, Co-Rally Chair explained, "A TSD rally is not a race; it is a precision driving competition not to exceed posted speeds. It's like golf – least number wins."

Think like Goldilocks: Not too fast, not too slow – but just right.

On a sunny and warm late summer morning in early September, Rally Co-Chairs Emely Winnert and Cindy Choi assembled eight cars with 15 participants in Leesburg, Virginia for the start of the Fall Rally. They had crafted a challenging 126-mile course (with 81 steps!) that would take teams through northern Loudoun County, north into western Maryland, south and west through a segment in the West Virginia panhandle, around Winchester through the back roads of in the northern Shenandoah Valley and eventually to the destination at the Backroom Brewery in Middletown, Virginia. It would take about three hours, start to finish.



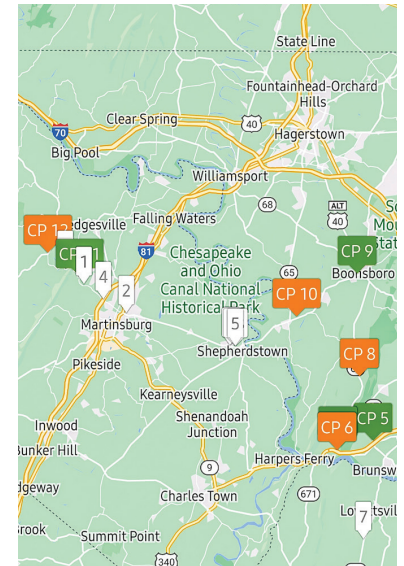
Rajiv Khandpur took first place in his 911 Cab.



Ready, set, wait... rally Co-Chair Emely Winnert stages rally participants for a staggered start at precise intervals.



Rally goes high-tech: Before the start, Mike Flynn and Mackenzie Reilly set up their apps for real-time timing and scoring, along with turn-by-turn GPS navigation. They would finish second!



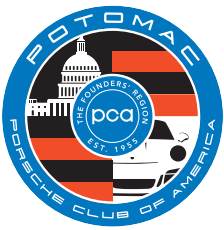
Screenshot of the route.

To guide rally goers, two apps were crucial: “Ride with GPS” provides turn-by-turn voice navigation and “Competitor - Richta GPS Checkpoints” delivers real-time scoring and reports the information to the rally organizer; thus, each competitor knows where they stand vs. the others and the rally master knows where each participant is at any moment. Mid-event, Rally Master Emely spotted a team that had gone off-course, so she texted them with directions to get them going again. Challenging, competitive and helpful – after all, it helps achieve the primary objective of having fun.

Results? The winning team was driver Rajiv Khandpur (with last minute fill-in) navigator, Matthew Reamsnyder,

with a score of 141.3. Second place was driver Mike Flynn and navigator Mackenzie Reilly with a score of 160.7 and the third step on the podium went to the team of driver, Michael Venacore, and navigator, Larry Finkel, with a score of 168.8. Each “point” is a second, plus or minus. So, the results are the actual time difference from a perfect time plus the score for each leg – really a remarkable feat for all, considering having to navigate the many turns and maintain a set average speed over 12 established segments. Well done, all!

Ready to have a go? Keep your eyes peeled for upcoming rallies on the PCA Potomac calendar. DV



2024 Executive Board Elections

2024 PCA Potomac Elections will take place following the Annual Meeting on Saturday, December 9, 2023, at 10:00 a.m. – Location and registration details to come.

In accordance with Potomac's Bylaws, the 2024 executive officers will be elected by the membership on Saturday, December 9, 2023, at the Annual Membership Meeting. The 2024 officer candidates, proposed by Potomac's Nominating Committee, are presented below. The Past President and the President are not up for reelection because their roles are automatically advanced per the Bylaws. If you would like to nominate an additional candidate for Vice President, Treasurer, or Secretary pursuant to the Potomac Bylaws, please submit your candidate's name, along with the endorsement of five or more active Potomac members, to the 2024 Nominating Committee Chair, Diane Sullenberger (pastpresident@pcapotomac.org), by October 27, 2023.

Your vote is important to Potomac, so we are providing two ways to vote: 1) electronically via Motorsportreg (by November 25) or 2) in person at the Annual Membership Meeting on December 9.

2024 EXECUTIVE BOARD:

President: Steve Bobbitt
Past President: Diane Sullenberger

SLATE FOR ELECTION:

For Vice President: Ed Hahn
For Treasurer: Stephen Kiraly
For Secretary: Alan French



STEVE BOBBITT, 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 Auto-cross School and 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 from 2017 to 2020. 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. He has served as Secretary in 2021, Vice President in 2022, and President in 2023.

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 and his wife Lexi's 2011 Cayman S for the next DE or Autocross event, he enjoys playing with their new puppy, Nibbles, whipping up some cuisine in the kitchen, and board games with friends.

Mark Alexander
571-639-6609
mt@ftcnova.com
ftcnova.com

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PROTECT YOUR HOMELAND



ED HAHN, VICE PRESIDENT

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 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 PCA in 2011. Ed's current ride is a 2016 GT4. He began doing Drivers Education events before joining PCA and currently volunteers as a Track Steward. During Club Race weekends, 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 served as Membership Chair from 2014 to 2021, Potomac Secretary in 2022, and Vice President in 2023. As Membership Chair, Ed got to know a bit about each of the programs, as he created the weekly PCA Potomac Friday email about upcoming events and generated 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. His wife Debra Pool recently retired also from a career in aviation. In addition to PCA, his hobbies include watch collecting, photography, and listening to music.



STEPHEN KIRALY, TREASURER

Stephen Kiraly has been a member of PCA Potomac 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.

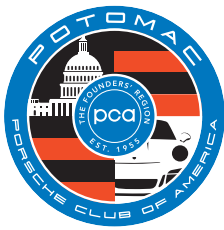
After many months of searching for the car that would meet all his goals, which at that time were limited to color, convertible top and coolness, he found his car at a Lamborghini dealer in Atlanta. Confident in his decision he bought a one-way ticket to Atlanta. When the Dealer pulled up in the car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

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 became an official steward for the DE program in 2016. The 2020 Club Race at Summit Point was his rookie debut to PCA Club Racing.

Stephen and Debra have also enjoyed the Potomac social activities. 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 they say – It's about the people...not just the cars.

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



2024 Executive Board Elections



ALAN FRENCH, SECRETARY

Alan joined PCA Potomac at the end of 2016 after restoring the 987.1 Boxster that he and his wife, Sarah, drive on various Potomac events, including Driver Education, Drive & Dine and Rally. Alan's

first Porsche was a 1970 911T that he wishes he still had today – despite the constant attention it demanded through the seasons. The Porsches that followed were all 911s, with a brace of 996s (one turbo) and a hat-trick of 997s. His car back-catalog includes over 90 cars, ranging from a dreadful, slime green Simca 1100, to a magnificent Citroen SM in Burgundy Red (a strangely popular color in France).

Alan has held two responsible roles in Potomac: Vice-Chair of Drive & Dine, and Co-Editor of Der Vorgänger. He also has the involuntary condition, Johnny-on-the-spot-itis, which results in his appearance at many of our events.

This year as Secretary, as well as attending Board meetings, Alan organized the Open Board Meetings at Porsche Chantilly and at the Bassam Car Collection. Alan also rebuilt his track Boxster this year, after taking it off-road at Summit Point. Alan started training to become a HPDE Instructor this year too.

Alan enjoys all activities that Potomac organizes, either as participant, organizer or volunteer. He hopes to continue to share experiences, and invite members across the region to, "Give it a go!".



DIANE SULLENBERGER, PAST PRESIDENT

Diane Sullenberger has been a member of the Potomac Region since 2009 and enjoyed meeting members and learning their Porsche stories as President in 2021

and 2022 and Past President in 2023. She became a Motorsport Safety Foundation Level 2 Certified Instructor this year and is also a National PCA DE Instructor and a Tire Rack Street Survival Coach. She has volunteered at the PCA Potomac Club Race since 2015 as a flagger and in the pace car, helps with grid technical checks at Driver Education (DE) events, and has volunteered at Porsche Parade, Sports Car Together Fest, and Rennsport Reunion. She learned many first and last names (and the occasional middle initial) by serving as DE Co-Registrar for three years. She has tried her hand at Autocross and Rally, and enjoyed Drive and Dine, Off-Road Tours, Concours, and many Social events.

This year, a 1995 993 C4 (nicknamed Keanu by its previous owner) joined her stable. Owning her Porsches (2011 911 GTS and before that, a 2005 911 C2 and a 2006 911 C2S) has allowed her to meet a spectacular group of people. She misses her Honda S2000, which sparked her DE addiction in 2000 at Summit Main. She also misses her Ducati (2008 848), which she tracked and raced with WERA.

Diane has lived in the DC Metro area most of 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 can be spotted at PCA events. When Diane is not at the track, she competes in National Cutting Horse Association shows on her quarter horse, Modified Cat, helps with therapeutic riding on her retired show horse, Magic Lights, and teaches her border collie, Marvel, new tricks.



BlackSwan Racing's 2016 GT3 R piloted by Timothy Pappas dominates the view of historic and significant racing Porsches.

Porsche Rennsport Reunion 7

STORY AND PHOTOS BY JOHN RICHTER

“Mind-blowing”: overused, yet insufficient to describe Porsche Rennsport Reunion 7 at Laguna Seca Raceway in California.

I arrived as the gates opened, just after sunrise and as the morning drizzle off the nearby Pacific began lifting from the high golden-brown hills embracing the storied track, ushering in full sun and persistent deep blue skies. It was the final day of the Sept. 28-Oct. 1 full-bore celebration of all things Porsche, and all the more special as it was five years since the last. The Reunion website promised something unforgettable, a bar they cleared with room to spare.

It was like being a kid in a candy store, where the candy is the finest in the world, wails at almost 9,000 RPM, and screams around a notorious blind-crest corner called The Corkscrew that drops nearly 60 feet to the next curve in the span of

just 450 feet. Picture row upon row upon row of incredible automobiles of all Porsche colors, racing livery, models, and vintages, many of them taking to the famous tarmac high above Monterey.

I thought one full day would easily accommodate all that could be seen and experienced. Nine hours later, I had managed – at least I think – to hit maybe ninety percent of it, but only by necessarily shortchanging some offerings such as meet-and-greets with renowned Porsche drivers.

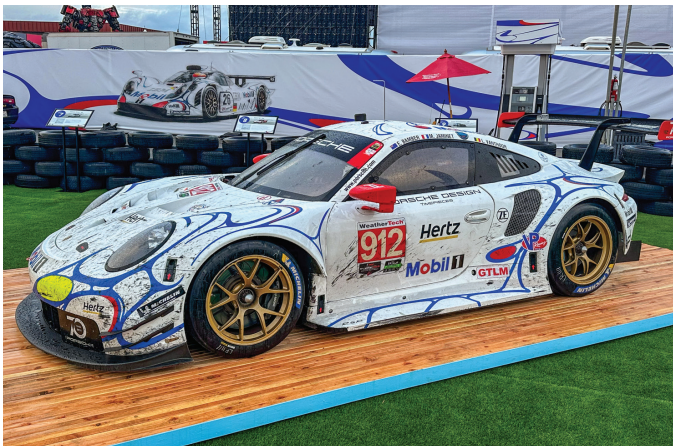
Beyond the cars themselves were parade laps and full-blown, ear-splitting Porsche Deluxe Carrera Cup races. I'll confess that, other than Dominion Raceway practically in our own backyard, I have never been to any other track. I have to believe one of the unique beauties of Laguna Seca



A charge of 911's descends down the infamous Corkscrew.



Historic cars in a line-up: 1966 Porsche 906 No. 46 from Racing Team Holland and the 1968 Vasek Polak 911 S No. 58 are among the stand-out vehicles on display before taking to the track.



Porsche factory 911 RSR campaigned in the IMSA WeatherTech SportsCar Championship.

is its actual beauty. It also offers the ability to wander and choose any number of different viewing venues, from actual stands to picnic benches at key track corners to just sitting on the dusty ground of the hillsides.

Everywhere, pleasant surprises emerged from nowhere. Suddenly, there was the bright orange flash of a debut showing of the new 911 S/T, just hanging out and chilling on a crest near The Corkscrew and next to the makeshift biergarten. Million-dollar 918 hybrids that would be the Taylor Swift of their local cars-and-coffee were unceremoniously parked on side lots, wedged between trailer trucks and pop-up canopies.

Race cars were nestled all snug in their bays, one after another after another. Drivers and their teams fine-tuned their instruments or, in one case, banged out damaged front radiator ducting from the previous run.

What brought all this cacophony and madness together was the crowd. Thousands of enthusiasts, myriad different accents, wandering everywhere and feeling part of an extended family and an extraordinary heritage. I have read that no other manufacturer actively helps plan and support such a monumental gathering of the faithful. And maybe it's because I live near Washington, DC, but to be surrounded by this spirit of unity -- not to mention excitement and, yes, joy -- was maybe what left me with the biggest grin on my face at the end of the day as I shuffled back, exhausted, to my rented Kia. DV



Hurley Haywood and Patrick Dempsey in the PCA Hospitality Tent for an interview with Manny Alban.



[Left to right] Mike Smalley, Diane Sullenberger, Alex Dean, Patrick Rhodes, David Dean, Mia Walsh, Daniel Salsbury.



Icons of Speed autograph line in the PCA Hospitality Tent.



Diane Sullenberger, Yama Jewayni, Tarek Shamounki and Daniel Salsbury.

Potomacans Proudly Attend Rennsport Reunion 7

STORY AND PHOTOS BY MIA WALSH

If you book it, they will come. Eighteen months prior to RR7, PCA Potomac Past President, Mia Walsh, booked an Airbnb 10-bedroom house a scant 15 minutes from Laguna Seca Raceway, with hopes that a contingency of PCA Potomac members would join her to experience her first Rennsport Reunion.

Porsche Club of America, on a national level, was tasked by Porsche Cars North America to provide volunteers to run many aspects of the RR7 event, the largest Rennsport to date with over 100,000 tickets purchased for the three-day weekend. Potomacans answered that call, along with a total of 425 PCA volunteers, including volunteering in the Porsche corral and hospitality posts throughout the weekend.

PCA was allotted a space inside the actual track at Laguna Seca, known as the "Marketplace Island", for its volunteer headquarters and PCA store kiosk. Here, PCA hosted many PCA member-experience activities, including its own "Icons of Speed" autograph sessions with legendary Porsche drivers, interviews with famous Porsche celebrities with PCA Insider

Podcast crew, and a sold out in person discussion, which was also live streamed, with Hurley Haywood and (gasp!) Patrick Dempsey, who was just voted "Sexiest Man Alive" by People Magazine.

Rennsport Reunion brought together both former and current PCA Potomac members, including former Treasurer, Michael Handelman, who moved to Big Sky Region in Montana and Bob Hopkins, PCA Instructor, who moved to Golden Gate Region in the SF Bay area. The contingency of current PCA Potomac members included: three Past-Presidents, David Dean, Diane Sullenberger and Mia Walsh; HPDE Instructors, Drivers and Club Racers, Tarek Shamounki, Yama Jewayni, Joe Minarik, Todd Minners, Sloan and Carol Palitti, Patrick Rhodes, Mike Smalley, Ed Strawderman, Ron and Lauren Tilton, Hank Allen and Frank Watson, just to name a few!

It IS about the people AND the cars when Porsche Club of America members collide with the largest Porsche gathering in the world! DV



Felipe Nasr approaches the finish line to win the Road America IMSA WSC Championship race for Porsche Penske Motorsports Team.

PORSCHE 963 GTP WINS AT ROAD AMERICA

STORY AND PHOTOS BY HANK ALLEN

The beautiful resort village of Elkhart Lake is nestled in the lakes and hills of eastern Wisconsin. During the rebirth of American sportscar racing in the late 1940s, regional enthusiasts decided to have an annual race on the village's streets in 1951. After its second iteration, street racing was outlawed. Enter the Sports Car Club of America fresh from its successes on the two coasts. A group of local citizens and the SCCA decided to build a permanent circuit along the natural topography of the Kettle Moraine hills. In 1955, the first SCCA sanctioned race was held on Road America's 4.048-mile, 14-turn road course that remains to this day. The "International Motor Sports Association (IMSA) SportsCar Weekend" took place there on 4-6 August.

I arrived at the circuit on Thursday while the teams were setting up. There were few fans in the paddock and the teams allowed considerable access to the garages, technical inspection area and pit lane. We watched the IMSA Tech Team "scrutineer" the cars for weight, height, and power to ensure adherence to Balance of Performance for their class.

I got a ride around the track on the paved golf cart paths. That allowed me to identify the best viewing locations. That evening, in the land of beer, brats and cheese, I had supper at a brewery that served a truly authentic bratwurst, spaetzle and blaukraut platter washed down by a hefeweizen. It was like being back in Bavaria!

The weekend was divided into the two main races, the WeatherTech SportsCar Championship (WSC) and the Michelin Pilot Challenge (MPC) with Mazda MX 5 and Lamborghini Super Trofeo support races. Friday was dedicated to practice sessions for the four categories. IMSA hosted a Driver Fan Forum moderated by Radio Le Mans announcer, John Hindhaugh, and a State of the Sport presentation by IMSA President, John Doonan. Once the track went cold, fans were allowed to conduct a track walk. The five-mile trek was a great way to appreciate the changes in elevation, the Kink and Canada Corner. It also gave me a plan for how I would photograph the races.



Porsche 911 GT3R #77 Trent Hindman rounds Turn 5 followed by #91 Kay Van Berlo and #5 Porsche 963 piloted by Mike Rockenfeller.

The 160-minute WSC race had a forty-six-car entry field spread across the five competing classes: Grand Touring Prototype (GTP); Le Mans Prototype 2 (LMP2); Le Mans Prototype 3 (LMP3); Grand Touring Daytona Pro (GTD Pro) and Pro/Am Grand Touring Daytona (GTD). The GTP class is the IMSA version of Le Mans Prototype Hybrid (LMDh) for the World Endurance Championship (WEC) top-class rules for Hypercars. The Porsche 963 and Cadillac GTPs were the same cars as those that raced at Le Mans in June. In the MPC 120-minute race there were forty cars split between the Grand Sport (GS), like the 718 Cayman GT4 RS Club Sport, and Touring Car (TCR) class, like the Audi RS3 LMS.

In the WSC, the GTP class grew to a season-high ten entries. Porsche Penske Motorsports ran the No. 7 of Matt Campbell and Felipe Nasr and the No. 6 963 of Nick Tandy and Mathieu Jaminet. Proton Competition brought its No. 59 Porsche 963 after a maiden race at Monza in the WEC. Gianmaria Bruni and Harry Tincknell drove the No. 59 Porsche. (The No. 59 is not related to the iconic Brumos number, but the WeatherTech colors sure look like that famous livery.) The fourth 963 was the bright yellow No. 5, fielded by JDC Miller Motorsports.

On Saturday, I arrived at the track early and got positioned on the trail outside the Carousel to take in the WSC First Practice laps. I then returned to the Hospitality VIP Tower for breakfast and a view from its roof of the pits and start-finish straight. I headed out to Turn 13, Billy Mitchell Bend, for the MPC First Practice before going to the paddock for WCS driver autograph session. I had two www.driversroad.com prints and a Le Mans poster for Porsche drivers to sign. After lunch it was time for WSC Qualifying. Aussie Matt Campbell qualified his #7 963 only 0.068 seconds behind pole sitter Pipo Derani's winning time of 1:47.730. Porsche GTD cars were well off the pace of Aston Martin, Mercedes, and Corvette. The afternoon concluded with the MPC Qualifying. I left the track to visit Elkhart Lake. There are historical markers along the route of the 1951-1952 circuit that passes by an obligatory stop at Seibkens Bar just before the Hard Left turn before going down to the lake. Seibkens is reminiscent of Watkins Glen's Seneca Lodge bar with its memorabilia and



Patrick Pilet in #9 Porsche 911GT3R climbs toward Turn 6 as Augusto Farfus passes him in his #24 BMW M Hybrid V8. Neither BMW would finish the race.

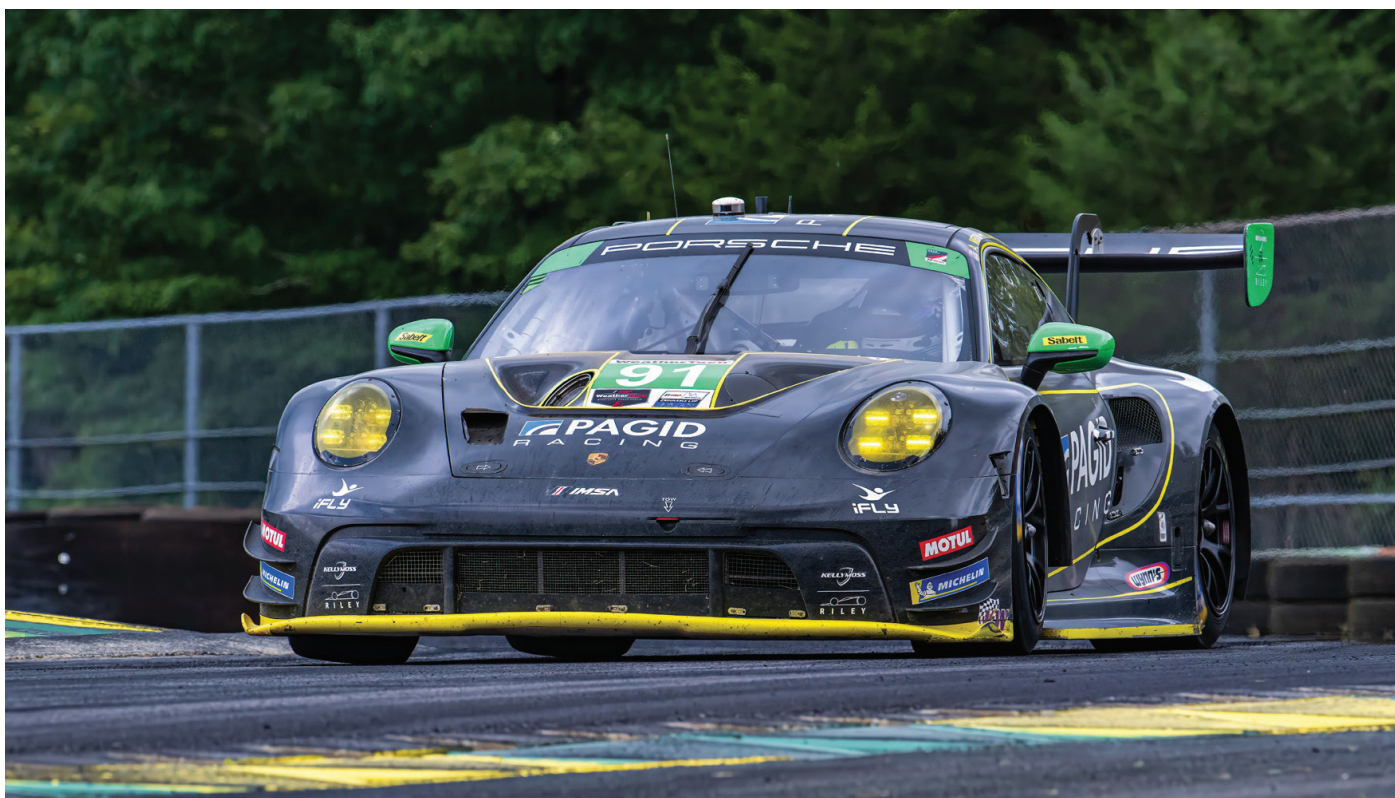
caricatured poster of notable drivers.

Sunday morning started with Porsche track laps led by 911s, then Caymans followed by older Porsches and SUVs. It was easy to feel why the Kink is such a handful even for Platinum drivers. Going down from Turn 6 to 8 was quite a rush as was the run down pit straight.

During the WSC warm up, the pole sitting No. 31 Cadillac crashed, moving the No. 7 Porsche into that position. After the traditional Pit Grid Walk, I went to the Tower roof to view the start. At 10:10, Campbell led them to the line and took a commanding lead. Co-driver, Nasr, maintained that advantage until the final pit stop, when the car took only left side tires. It then slowly fell into the sight of the #60 Acura but held on for the first win for the #7 Porsche.

Porsche 963s did well with #5 in fifth, #6 in seventh and newcomer #59 in eighth position. Porsche GTDs were never in the race, with the best 911 GT3R fourth in class and sixth in GTD. In the Michelin Challenge, 120 Race the Caymans were dominated by Camaro, Mercedes, Mustang and BMW.

"America's National Park of Speed" and Elkhart Lake are well worth a visit. There was great hospitality, temperate weather, outstanding facilities, excellent access to the circuit and unobstructed views of almost every turn, without press credentials! DV



Kellymoss with Riley No. 91 Porsche 911 GT3 R (992) in GTD.

MICHELIN GT CHALLENGE AT VIRGINIA INTERNATIONAL RACEWAY

STORY AND PHOTOS BY KEN MARKS

Alton, VA – It is August; must be time for racing at VIR! Yes, it is time for the Michelin GT Challenge by IMSA. But before I get started, some history about the track. Historians report that the first auto race in the US was a round trip race between Chicago and Evanston, IL in 1895. VIR was opened for business in August 1957 and its first official event was an SCCA race that attracted stars like Carroll Shelby, Carl Haas, Bob Holbert, Augie Pabst, Bob Grossman, Don Yenke, Dr. Dick Thompson, Walt Hansgen and Bruce Jennings. Shelby, who created the iconic Cobra sports cars in the early 1960s, won that first feature race at VIR in a Maserati 450S. It is reported that Shelby once said, “one lap at VIR is like a hundred at Watkins Glen.”

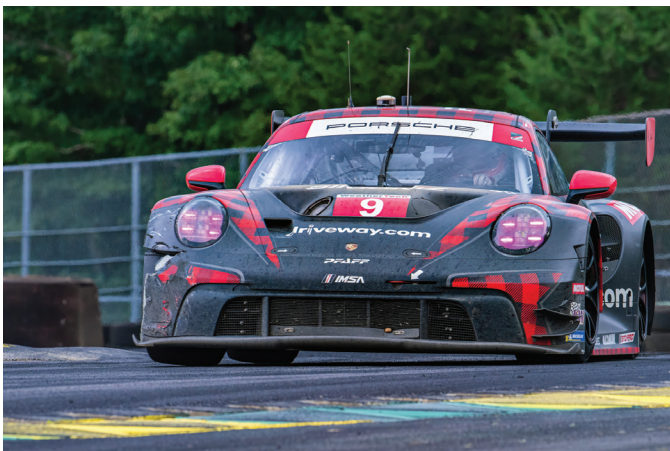
The track fell on hard times in the early 1970s, and, combined with the fuel crisis of 1973, spelled the end for VIR. The track was closed following an SCCA endurance race on October 13, 1974. I visited the track for the first time in 1973, or maybe 1974. I remember grass around the track and the unkempt appearance of everything at the time. Following

this last race, the track reverted to farmland for 25 years. In 1998, investors Connie Nyholm and Harvey Siegel left their careers in New York real estate and resurrected VIR. The historic track was renovated, and the track was repaved and widened. The first IMSA GT race was held in 1971. It was won by Peter Gregg and Hurley Haywood in a Porsche 914-6 GT. The IMSA GT return engagement in 1972 was also won by Gregg and Haywood in a Porsche 911S. In early 2013, Siegel retired from ownership, and Nyholm became one of the only female majority owners of a racetrack in the country. VIR has received international acclaim as one of the world's most beautiful and challenging circuits and continues to push the envelope of how a racetrack is viewed.

I am sure many of the spectators attending the Michelin GT Challenge do not know this history. All they know is that it is a beautiful racetrack for a race. But it was a hot day for this year's race. This proved to be a challenge for the drivers – keeping cool was the task of the day. I even witnessed a spectator pass out from the heat.



Kellymoss with Riley No. 92 Porsche 911 GT3 R (992) in GTD.



Pfaff Motorsports (of Patrick Pilet and Klaus Bachler) in GTD Pro.

Having started on pole, the No. 14 Lexus of Jack Hawksworth (GTD Pro) controlled the early stages of the race and only lost the overall lead to the No. 1 BMW of Bryan Sellers (GTD) in the second hour through a three-way fight that included Jordan Taylor in the No. 3 Corvette (GTD Pro). The No. 3 Corvette, started by Antonio Garcia, remained in contention throughout for the overall lead. There was lots of dicing between the Corvette and Lexus. The Corvette finally won with an undercut strategy on the final pit stop of the GT only event. The undercut (i.e., taking fuel earlier than a competitor car) happened with 58 minutes left in the race. This was all that was needed to put the Corvette into the lead. The Corvette's advantage was enhanced when the Lexus stalled in the pits during a pit stop and had difficulty getting back up to speed. The Pfaff Motorsports Porsche stopped for fuel around the 1-hour mark (before the Corvette) and put itself into a solid third place. The Pfaff Porsche was generally 1 second behind the Corvette and Lexus leaders in GTD Pro.



The AO Motorsports 911 GT3 Roxy and companion Rex.

The Pfaff Porsche (of Patrick Pilet and Klaus Bachler) finished on the podium in 3rd place in GTD Pro, behind several GTD cars. GTD was won by Madison Snow and Byran Sellers in the No. 1 Paul Miller Racing BMW, followed by the No. 96 Turner Motorsports BMW of Robby Foley and Patrick Gallagher, and the No. 57 Mercedes of Philip Ellis and Roman De Angelis. The new class structure had GTD Pro and GTD classes very intermixed. The amateurs had a good showing.

Generally, it was not a weekend for Porsche, but a spectator favorite Porsche 911, Roxy (the Pink 911 in GTD), was there along with its dinosaur companion. DV

**AUG - SEP
2023**



New Potomacans

AUGUST

NIKO ALEXIOU
2015 Macan S
from Washington

BENJAMIN BARCZEWSKI
2003 Boxster
from Cheverly

MATTHEW BORTNIKER
2021 718 Boxster
from Vienna

CHRISTOPHER BOYER
2012 911 Carrera S
from Bethesda

MICHAEL CAIN
2013 Cayenne Diesel
from Bethesda

CHARLES CARRIGAN
2011 Cayman
from Washington

IBRAHIM CHOWDHURY
2006 911 Carrera
from Potomac

BRIAN COTTRELL
1986 944 Turbo
from Vienna

DIPANJAN DAS
2023 Macan S
from Vienna

CLINTON DOGGETT
2022 Panamera 4
from Arlington

SAL GONZALEZ
2012 911 Carrera
from Alexandria

UMAR HAMAYOUN
2019 718 Cayman GTS
from Woodbridge

MATTHEW HUDSON
2019 718 Boxster GTS
from Springfield

CRYSTAL JACKSON
2024 Taycan 4S
from Washington

STEVEN JOHNSON
2023 Macan S
from Oak Hill

MICHAEL KARLSON
2023 Macan S
from Oakton

JOSHUA KERN
1997 911 Carrera Cabriolet
from Washington

ROBERT LINDSEY
2018 911 Carrera Cabriolet
from Chantilly

MATTHEW LISK
2020 911 Carrera S
from Washington

DOMINIC MANUELE
2003 Boxster
from Mount Airy

RICHARD MILLS
2017 911 Carrera
from Ashburn

ARTHUR QUINTANA
2023 Cayenne Platinum Edition
from Leesburg

EDWARD RAMSEY
2008 911 Carrera Cabriolet
from Great Falls

EDDIE REYES
2007 911 Carrera
from Silver Spring

DEREK SAPPENFIELD
2018 718 Boxster GTS
from Bethesda

JOSH SCHELL
2019 911 Carrera
from Arlington

UDIT SHARMA
2004 Cayenne S
from Lorton

JAY STOREY
2004 Boxster S
from Stephens City

ROBERT TABIT
2016 Boxster GTS
from Gaithersburg

PATRICK WEPPNER
2023 911 Turbo
from Fredericksburg

STEPHANE YAMBAKA
2017 Macan S
from Rockville

ALBERT YOUNG
2007 911 Carrera 4
from Warrenton

RICK ZEOLI
2017 718 Cayman
from Annandale

SEPTEMBER

NABIL AHMED

2018 718 Cayman GTS
from Germantown

PAUL BLUMENFELD

2007 Boxster
from North Bethesda

BRENT DAGOSTINO

2021 911 Carrera
from Purcellville
Transfer from Kentucky

MO DAMAVANDI

1999 Boxster
from Gaithersburg

GEORGE DOBBINS

2008 911 Carrera
from Lovettsville

LOIK HENDERSON

2020 911 Carrera
from Arlington

WES JOHNSTON

2010 911 Carrera
from Reston

CAMELIA KHANSARI

2022 Taycan
from Rockville

ROD KHOSHNEVISS-ANSARI

2014 Boxster
from Martinsburg

PETE KIM

2014 Cayman
from Reston

DON LE

2015 Boxster
from Chantilly

BEN LOEW

2000 Boxster S
from Mclean

RAY LUCIANO

2001 911 Carrera 4 Cabriolet
from Winchester

ALEXANDRE MANFULL

2022 718 Boxster GTS 4.0
from Arlington

DARIS MATTISON

2023 718 Spyder
from Washington

JEREMY MCKINNEY

2018 Macan GTS
from Reston

ALEXANDER OKULIAR

2004 911 Carrera Cabriolet
from Bethesda

ABIODUN ORIJA

2017 Macan GTS
from Dunn Loring

JAVIER RODRIGUEZ

2002 911 Turbo
from Clarksburg
Transfer from Shenendoah

COLIN SCHWARTZ

2013 911 Carrera S
from Aldie

CHRIS SHAIN

2023 718 Cayman GT4
from Alexandria

TIMOTHY SINGER

1973 914 2.0
from Centreville

MICHAEL SKRINSKI

1983 911 SC Cabriolet
from Falls Church

LINDA SMITH

2018 718 Boxster S
from Mclean

MICHAEL SPRUNG

2003 Boxster S
from Manassas

DALE WELCH

2007 Cayman S
from Alexandria

JAE YOU

2008 Boxster S
from Potomac

ALEX ZBIORCZYK

2011 911 GT3
from Clarens

NEW MEMBERS = 61

**AUG-OCT
2023**



PCA Potomac Anniversaries

AUGUST

5 YEARS

Lee Daniels
Mike Alberti
Jorge Costa
Tom Kashynski
Lance Nguyen
Bill Schomburg
Daniel Bellingham
Richard & Barbara Saddler
Joseph Ustaris
Scott & Jill Altman
Brian Elsts & Kristina Ingram
Carl & Geoffrey M. Schaefer
Gregory Steve
Anthony Maher
Florian Eyme & Boladji Agueh
Chris Rukan

10 YEARS

Mi Jee Song & Lawson C. Wilder
Arthur & Marlene Hines
Henrik Ojikutu
John & Anna Shin
Michael & Miles Kuehn
Anant & Aparna Raikar
Andrew & Alicia Hubbard
Wayne Welch & Mike Raschid
Andrew Elia
Cecilia Gonzales
Wayne Miller & Zac Jackson

15 YEARS

Vincente & Barbara Galindo
Harvey & Shelley Kabran
Arthur & Carrol Orton
Holder & Heather Trumbo
Tim & Mary Alice Bowers

20 YEARS

David & Clare Dean
Michael & Heather Frachel
James & Andrea Evans
Scott & Deborah G. Keimig

25 YEARS

Robert & Robert W. Martin
Gregory & Mary Frances Nichols
Arthur & Gail P. Parsons
Thomas & Diane Peacor
Troy & Ethan Benesch

30 YEARS

Reiner Oberst & Susan Sabo

35 YEARS

J Frank
Jeffrey & D Gabriel Tapkas

40 YEARS

Russell & Emile Dawne Morse
Ruth & A W. Harte

45 YEARS

Kip & Phyllis J. Lanam

50 YEARS

Patricia Melvin-Somerville
& Bill Richards

55 YEARS

James & Bayanne H. Hauhart

SEPTEMBER

5 YEARS

Damon Gatewood
Dawn Leaf
Robert Futch
Michael Shapiro
Patrick Mayworm
Timothy Tyler
Robert Eisenberg & Stacy Spann
Danny Sarmiento & Karen Hayes
Scott & Maggie Cullers
Andrew Greenspan
Angad Kahlon
Walter Nichols

10 YEARS

Paul & Janet Jameson
Eric & Patricia Long
Jeffrey Forbes
Gary & Lynn Van Horn
Steven & Ann Sturner
Jeremy Hawkins

15 YEARS

Edward & Katrina Ingalls
Joseph Kale
Kenneth & Rhonda Moser
Casey & Cori Parkin
Ted Andersson & Anne Engen

20 YEARS

inda & Stephen Christ
John & Pamela Clay
Marshall Contino &
Kristin Carleton
Richard Koller
Roy Lindquist & Debbie DeMarz

25 YEARS

Faith DiBiasi & Roger Touma

30 YEARS

Chris & Robert Overholser
Teresa & Alexis Hogge

40 YEARS

Steven & Rainy I. Brooks

OCTOBER

5 YEARS

Luis Hevia
John Rhee
Jake Groth
Michael Bell
Shane Sonneveldt & Toni Stone
Francis Watson & Lynn Scalise
Rebecca Madvay & David Wallace
Johan Nye
Peter Bach

10 YEARS

Kenneth & Mary Rothschild
John Hannula
Edward & Margaret Moore
Arthur & Stephanie
Bednarek Orton
Chris Ritter
Scott & Angela Brumbaugh
Sean Malloy

15 YEARS

Jeff & Denver Conley
Brian & Mia Walsh
Jonathan Alfert & Maria Albano
Michael Edrington
Clarion Johnson

20 YEARS

Ardyanto Alam & Azies Lim
Branko & Vesna Mandic-Bozic
Kevin O'Connor

25 YEARS

Kenneth Nicolas
Jonathan & Alice Jones
David & Rhonda L. Lovato
Michael & Christine Miller
Jerome & Chinthika de Silva-Welte

30 YEARS

Charles & Roslyn S. Landy

50 YEARS

Melvin & Dorothy Jones

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DER VORGÄNGER

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

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

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

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

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

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

ADVERTISERS' INDEX

Auto-Therapy	8
Autobahn	8
Auto Sportsystems Group	3
BlueRidge Motorwerks	36
Craftsman Auto Care	4
FTC	22
Grenier Law	36
Intersport	2
OG Racing	5
Porsche Silver Spring	3
Porsche Tysons	9
Radial Tire Company	IFC
Reflections Auto Salon	35
RPM	8
SSI	9
TPC	3
Westminster Speed & Sound	8
William Clothiers	35



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Does Your Porsche Have Wings?

STORY AND PHOTO STEVE GRUMBACH

A SIAT/MBB 223 Flamingo with a prototype PFM 3200 Porsche 6-cylinder boxer 210 hp engine adapted from the 911 (1981). Despite several advantages (didn't require avgas, operation by means of a single control lever, mixture and control by means of the Bosch K-Jetronic injection system)

the engine did not see production as the market didn't develop as expected. A total of 97 of the three-seater trainer and sports plane Flamingos were built, most with Lycoming opposed cylinder engines. On display at the Deutsches Museum Flugwerft Schleissheim, Munich. DV

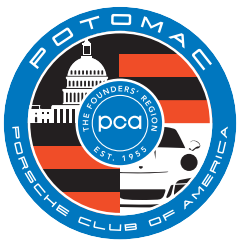


Call for Member's Porsche Automobilia

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

SEND US YOUR AUTOMOBILIA

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



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POTOMAC 356 OWNERS GROUP EARLY MORNING LINE-UP AT
KATIE'S CARS & COFFEE, GREAT FALLS, VA. PHOTO BY KEN GROSS