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Cover photo: Andres Jordan took a picture of his beautiful 1988 911 Carrera.



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der Vorgänger

The monthly magazine
of the Founders' Region, Potomac,
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It's a Rental

A recent publication from the World Economic Forum suggests a world in the near future essentially devoid of private automobile ownership. Cars will become like today's horses and be limited to the same purposes – sport and recreation.

In 1983, 69% of 17 year olds in the United States held driver's licenses. Today, half do. Ten years from now, a third? Mass market automobile manufacturers will become makers of extruded plastic, electric powered transports distributed by virtual large scale rental/leasing operations devoid of any sense of private individual ownership. These conveyances will navigate without direct human guidance. They will be transportation utility pods. This doesn't sound like a market in which Porsche thrives.

This very different automobile environment may be inevitable and perhaps the future of Porsche will be relegated to Classic Car Clubs operating on closed courses. Some of what I learned recently at a PCA/PCNA sponsored Tech Tactics event in Easton, PA caused me some concern that Porsche may be inadvertently accelerating this dim prospect.

In the next year, Porsche plans to begin experimenting with car sharing programs. Some schemes will involve multiple driver leases that would provide for up to four "owners" to share a leased vehicle. Not to worry, Porsche says this would not include any of its serious cars, certainly nothing beyond a base 911.

I suspect we are not supposed to acknowledge Thorstein Veblen's theories of Conspicuous Consumption when analyzing the appeal of our Porsches. Nevertheless, I think most of us, just now and then, gain at least a modicum of self-worth from the belief that OWNING Porsches says something about our taste, our abilities and interests and our success. I think none of those things about the driver of a borrowed car. Maybe it shouldn't matter and maybe Porsche has conducted sufficient consumer research to know that these borrowing schemes will not adversely affect the branding so carefully cultivated over the decades. But I doubt it.

After forty years of researching why the public makes the choices they do, I don't believe opinion or market researchers can devise surveys and other tools to get at the true importance of the perceived status of consumer purchases. Most owners of luxury goods do not acknowledge, and may not even be fully aware of the role of conspicuous consumption in their economic choices. To admit such is embarrassing – even venal – so better to emphasize quality and performance in explaining a purchasing decision than to admit to the frailty of ego.

If Porsche doesn't get this right and we come to pay no more attention to a Panamera or Boxster GTS than we now do to the ubiquitous rental fleet Mustang convertible in Kauai, we will have lost a great deal and may lose Porsche in the process. Let's hope the folks in Stuttgart are really smart.

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All About The People

Potomac recently hosted our annual Volunteers, Sponsors, and Awards Dinner. The details of the evening appear later in this issue. For those of you who attended, I hope you enjoyed the event – and I apologize if I rambled on a few times. For everyone else, I'm going to give you a few of my thoughts on the evening.

You've all heard the phrase "it's not just the cars, it's the people". This is true in many different ways. The night started with an hour of socializing and catching up with friends. Some of my friends are members of Exec – who I get to see at our regular monthly meetings. Others of my friends I last visited with at our holiday party – back in early December. Finally, there were a larger group of friends that I last saw at our final DE of the year back in October. The common point with all three of these groups of people is that they are friends I have solely because I started attending and became involved with Potomac PCA events. I am privileged – and my life is richer – for knowing all of them.

Dinner and our program began with the recognition of our Volunteers and Sponsors. It's impossible for me to give enough thanks to the various volunteers for all that they do for the club. I try to communicate my thanks to the program chairs, the committees, and the people organizing a specific event. For each of these people there are many more members that contribute in order for us to hold our many events. For those of you that work



David Dean

a session on the grid at DE, help clean up the refuse after one of our social events, spend a day (or two, or three) flagging at Club Race, or do any of the other many needed tasks – Thank you!

Equally important to our many club events are our sponsors. I would like to take this opportunity to once again tell them - Thank you! We have a list of our sponsors that we maintain on the Potomac website. Please take a look at this list – and for those sponsors who offer goods and/or services that you might need – consider buying from them. All of our sponsors, at a minimum, deserve our thanks for their continued support of Potomac. So whenever you have the chance, let them know that their sponsorship is appreciated.

The remainder of our program was dedicated to the various club awards and to awards presented by some of our programs. The winners of the club awards are determined by the Executive Committee. In the years that I've been involved with these awards, we've never lacked for people who we believe are candidates for the awards. Our challenge is narrowing the list down to those who we feel are most deserving.

So if you look back at the evening as a whole, you realize that for at least this one night, there was very little that was about the cars; it was all about the people.

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Photograph by Ken Hills - PCA Potomac Club Race 2015

Potomac's calendar

The information below is accurate as of date of publication. However, you're advised to check Potomac's website at pcapotomac.org for further information and the most up-to-date information.

April

- 1-2 Potomac's first DE of the season. Summit Main.
- 1 Wine Bootcamp Drive & Dine to Little Washington Winery #1. 9am – 3pm.
- 1 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 8 Wine Bootcamp Drive & Dine to Little Washington Winery #2. 9am – 3pm.
- 9 Autocross school. Baysox Stadium. 7am – 5:30pm.
- 15 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 21-23 Hershey Drive and Dine.
- 22 Potomac's Trail Ride & Cookout w/ NVJA
- 22 Tech Inspection for Pitt Race DE, Intersport, McLean, VA. 9am – 12:30pm.
- 22 Potomac's "Second Annual Gary Brindle Memorial" Rally

Cars & Coffee

Hunt Valley, MD

Saturdays, 8 – 10am, Hunt Valley Towne Centre at Joe's Crab Shack, 118 Shawan Road, Hunt Valley, MD. Many cars of all types.

Burtonsville, MD

Sundays, 7:30 – 10am, "Church of the Holy Donut," Dunkin' Donuts, Route 29 & 198, Burtonsville, MD.

Great Falls, VA

Saturdays, 7 – 9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

Fairfax, VA

Sundays, 8 – 10:30am, Fairfax Circle Shopping Center. There is a very nice, low key cars and coffee event

Bethesda, MD

Saturdays, 8 – 10am, Corner Bakery Cafe, 10327 Westlake Dr., Bethesda, MD, Westfield Montgomery Shopping Mall.

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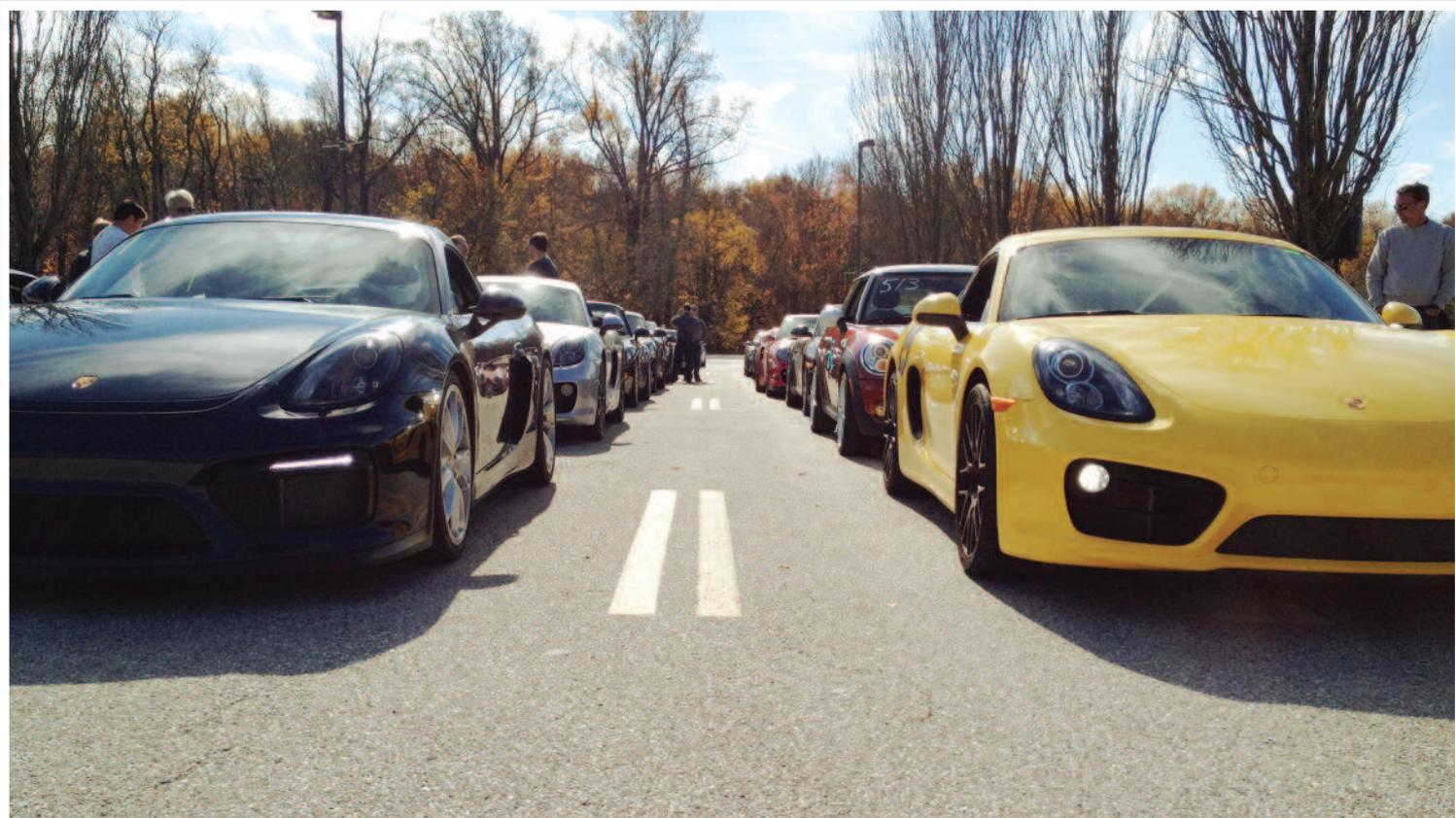
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Potomac Monthly Brunches

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, 11am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

Maryland: third Saturday each month, 11am – 1pm at the Irish Inn, 6119 Tulane Ave., Glen Echo, MD.



Why You Should Attend a Potomac Autocross

The 2017 Founders' Region autocross season kicks off with our annual autocross school on April 9, 2017, followed by our first event on May 28, 2017. If you have never attended an autocross, you owe it to yourself to drive one as soon as possible.

Why you may ask? For me, the answer is simple: It makes me feel good, and it is an activity my wife, Lara, and I enjoy doing together.

Autocross is the safest and cheapest way to discover the amazing handling of your Porsche and to improve your driving skills. But autocross is not just about the cars and the competition; it's also about the people you will meet and get to know.

Lara and I purchased our first Porsche, a 2009 Cayman S, in June of 2014 and immediately started attending Potomac's autocross events. We both loved the adrenaline rush and experiencing the braking, cornering, and acceleration capabilities of our Cayman, but we also enjoyed the social environment at the events just as much.

Autocross is a great way to get to know other Potomac members. There is plenty of time to socialize over breakfast and lunch (included), in between runs,



while walking the course, or while comparing stories at the end of the day as you wait to see who wins fabulous raffle prizes and awards. By the end of our first (half) season, we were so enthusiastic about Potomac Autocross that we both joined the Autocross Committee.

Many members get their first taste of autocross at autocross school, but do not despair if you are not attending the school in April. Register for an event, and our novice coordinators and instructors will walk you through how it all works. If jumping in with both feet is not for you, attend as a spectator and ask anyone you see what is going on – I can guarantee that they will be delighted to share their love of this hobby with you.

In case you are not convinced, perhaps the experience of one of the autocross enthusiasts I interviewed will persuade you. I hope to meet you soon and share the thrill of Potomac Autocross with you.

By Jim
Musgrave,
Potomac
Autocross
Chair

At an autocross event, drivers navigate a course, delineated by soft traffic cones, in a parking lot. Drivers are given about six attempts to drive the course as fast as possible without going off course (DNF or did not finish) or knocking over a cone (a two second penalty). Autocross is not head-to-head racing; rather, cars proceed one at a time and race the clock. As each autocross course is different, drivers walk the course together before the driving starts to learn the course. The driver who navigates the course the fastest is heralded as having the fastest time of the day or FTD.

Arthur and Stephanie Orton

What sparked your interest in autocross?

Arthur: I've always been a car enthusiast, but when we inherited Stephanie's father's 993, I knew there was no safe way to experience the full capability of the car on public roads. Our previous cars were fun, but they didn't have the high performance limits of a Porsche. I had played racing simulators for a few years and wanted to improve my driving in the real world. Autocross has been a really fun, safe, and affordable way to learn the car's true potential and improve my skills.

Stephanie: My dad loved his 993. It was his dream car. Despite that, he taught me how to drive manual on it as a teenager. I'll pay for a clutch replacement eventually, but it's one of the best memories I have with him. When we inherited the car, I was nervous to drive it and saw it more as a treasured memory than a performance vehicle. Arthur encouraged me to learn more about the car and why my dad enjoyed it so much. Autocross was the perfect low-risk way to get more comfortable with the 993, understand its limits, and realize its potential. Now I'm pretty sure I love it more than Dad ever did

. . . and I'm probably also a better driver than him now. And he would love that.

What do you remember most from your first autocross event?

Arthur: My first autocross event was the spring 2014 Potomac Autocross School. I was a quite nervous ahead of the event, but I was relieved at the all-beginner atmosphere and really friendly encouraging instructors. Starting with slalom and skid pad exercises, my adrenaline started pumping. I was immediately hooked. All it takes it that one taste of driving your high performance Porsche to its true limit and you will not want to stop. Potomac's autocross school is a great place to do that.

Stephanie: I watched Arthur drive in several of the 2014 events. The instructors were kind enough to let me ride along with them for a couple runs, and I really enjoyed getting to know some of the other drivers. I decided to start out with Potomac's 2015 Autocross School and have been a regular ever since. The environment was much less intimidating than I had imagined, and I really appreciated the detailed explanation of how each of the events operate.



Do you participate in other clubs' autocross events? If so, how do they compare to our Potomac PCA events?

Arthur and Stephanie: We have attended a smattering of some other local clubs' events, but we found the friendly atmosphere lacking, a lower emphasis on safety, and we didn't get as many runs per event. More autocross is better, so we will still attend other clubs' events occasionally, but the Potomac PCA events are truly the best and most well rounded. It's about the people.

How has autocross influenced your driving on the street and/or track?

Arthur: I can drive with greater confidence in a sporty, yet safe, manner on the roads, knowing where the limits of the car truly are. In most cases, I am far from those limits and it helps me have more fun. When I did the high performance driving clinic, my instructor commented, unprompted, that I must have some autocross experience based upon the way I was approaching corners. I'll take that as a compliment.

Stephanie: I had limited experience driving a rear engine car, let alone one with the power of a Porsche. While always enjoyable, I was nervous driving our 993 and reluctant to push it at all. Autocross has really taught me the car's capabilities and drastically improved my driving. I feel confident on sporty drives on country roads. I also think autocross has taught me to think ahead and better anticipate what's on the road in front of me. I'm certainly a more attentive driver on a daily basis.

Do you autocross with family members? If so, how does it affect your relationship?

Arthur and Stephanie: We have autocrossed together at almost every event since 2014. It's been really fun to share the fun of our 993, although we did have to run in different heats. Attending events together ended up being really positive as we each met

friends while working the course and introduced them to each other. We've recently solved the one car problem with the addition of a Cayman GTS and are really excited to run in the same heat. We love having a shared hobby that we can do together. It's fun to learn from and encourage each other. Also, Stephanie really appreciates Arthur being her pit crew!

Why do you continue to drive autocross events?

Fun. We always have fun at the PCA Potomac events. It started mostly with the excitement of driving the car to its limits. Now it's that, plus a great group of people who we look forward to seeing at each event. We both have high tech, high stress jobs, and the autocross events are a great way to change gears (ha!) and enjoy something completely different once a month.

What would you tell someone who has never driven an autocross event to persuade them to try it?

Arthur: I couldn't believe how long I had called myself a car enthusiast and not done autocross or a track event. I wish I hadn't gone that long before having the next-level fun of pushing sports cars that hard. If you have a Porsche and haven't driven it at an autocross, you owe it to yourself to do so. I think getting into autocross was a turning point in my enjoyment of cars, and I am never looking back.

Stephanie: Just try it. It's the best way to have fun with your car. Everyone is friendly and helpful. I guarantee you will have a great time. Ladies – there is absolutely no reason to be intimidated. I convinced my girlfriends to come along to a few events and they had an absolute blast. While we all love mimosas, autocross is definitely more fun than brunch.

Bill Schwinn

What sparked your interest in autocross?

Two and a half years ago, I bought my first Porsche and quickly joined PCA. Browsing through the PCA Potomac events online, I discovered Drivers Education (DE's) and signed up for a high performance driving clinic (HPDC) that same autumn. I found the HPDC to be thrilling but a little more expensive and harder on my car than I desired at that point and decided to try autocross instead. So while I have heard that "autocross is the gateway to DE," it was actually the opposite for me. After trying autocross the following spring, I became hooked!

What do you remember most from your first autocross event?

I started autocross in the spring of 2015. Although I signed up for the autocross school that year, it was cancelled and rescheduled due to snow. The autocross chair encouraged me and others to go to the first autocross anyway and said that instructors would be available to help out. I was a little bit nervous at first – not because of how I would do on the course, but rather that I would mess up the queuing process or slow down the event somehow by mistake. Following my first run,



though, my excitement went through the roof as I navigated the course with the help of an instructor and began to push my car and my skills harder and harder.

Do you participate in other clubs' autocross events? If so, how do they compare to our Potomac PCA events?

PCA Potomac events are the only autocross events in which I have participated. By reputation, I understand that PCA Potomac autocross events are extremely well run, and I really enjoy the company of the people who regularly participate.

How has autocross influenced your driving on the street and/or track?

My wife hilariously gives me a hard time when I occasionally take a corner a little quicker than she anticipated. "You aren't at autocross, Bill!" However, it has given me a lot of confidence in how capable my car is and has helped increase my own growing skill set as a driver. I definitely find myself looking further down the road than before and keeping my eyes where I want the car to go, no matter where I am driving.

Do you autocross with family members? If so, how does it affect your relationship?

After doing two full seasons of autocross, I finally convinced my lovely wife to come out and watch a PCA Potomac autocross

event. I arranged for her to ride along with one of the instructors so as to give her a taste of the experience. At that point, I thought she would pause and take some time to snap a few photos or videos of some of my runs, but she surprised me. She kept eagerly going back for more and more rides with instructors throughout the heat – she was having a blast with a grin from ear to ear! I hope to bring her out this coming season and have her enjoy it from the driver's seat.

Why do you continue to drive autocross events?

While I love the opportunity to keep pushing myself and finding new limits, a big part of my continued participation is due to the wonderful, friendly, and passionate members of PCA Potomac. It's so much fun to drive my 911 like it was meant to be driven, too!

What would you tell someone who has never driven an autocross event to persuade them to try it?

If you have a Porsche (or any fun-to-drive sports sedan or sports car), you really need to experience driving it like it was designed to be driven. You will get the chance to discover what your car is capable of doing while you build your skills and expand your limits as a driver in a safe and friendly environment with like-minded enthusiasts. The bottom line is that autocross is flat-out fun!

Ian Larson

What sparked your interest in autocross?

My dad invited me to attend an event as a spectator not long after I turned 15, during his first year of autocross. After seeing the event and learning to drive my own manual car, an E36 BMW, I was interested in giving autocross a shot.

What do you remember most from your first autocross event?

My first event was autocross school last year (2016). When I was on the skid pad, I spun the car! I was worried about hitting

cones, but I felt a surge of confidence afterwards. Of course the car was fine, and so was I – we were in a parking lot – but I had a better idea of what to expect. The slalom was a challenge as the car rolled and pitched quite a bit. I shuffled my hands back and forth very quickly, but I learned about keeping my hands and inputs smooth to keep everything balanced.

Do you participate in other clubs' autocross events? If so, how do they compare to our Potomac PCA events?

No other clubs. I went to a BMW Tech event once. . . .

How has autocross influenced your driving on the street and/or track?



more fun. I wanted to share my dad's interest, and I gave autocross a shot!

Why do you continue to drive autocross events?

On really rainy days, if my car starts to lose grip, I don't panic if I have to countersteer quickly. Other than that, I'm pretty careful and not much has changed. Then again, I've only been driving about a year and a half.

Do you autocross with family members? If so, how does it affect your relationship?

Yes, I autocross with my dad. We talk more about driving techniques, and it's helped me understand what my dad is talking about when he talks about a car's behavior on a track or a course. I didn't like driving before, but autocross has really made driving

If I don't, I'd lose the skills I learned. I may continue to autocross when I go to college in the fall, but I need to see what homework is like in college first.

What would you tell someone who has never driven an autocross event to persuade them to try it?

It's awesome! It's really safe – the worst that will happen is that you may hit a traffic cone while driving in a parking lot. The fear of the unknown will stop people, but just try it! It's hard to vividly describe how much more fun and how different it is from normal driving.

John and Pam Clay

What sparked your interest in autocross?

John: Neither Pam nor I came from a family that was big into motorsports or sports cars in general. Pam's first car that she bought was a 1991 Acura Integra. Shortly after that, she saw a newspaper ad for "Women at the Track," which was put on by BSR, an organization at Summit Point that provides training in such disciplines as anti-terrorism driving and accident avoidance. It was similar to Potomac PCA's high performance driving clinic, but it was held on the main track. I went as a spectator. Then we upgraded to a 1994 Acura Integra GSR and did some more events at Summit Point. Somewhere along the way I heard about autocross, and it sounded like something I would like to try. I took a novice class and that was my start.

Pam: I didn't get heavily into autocrossing until we bought our 1986 944 in 2003. The Potomac PCA social events really got me into the hobby. I attended several autocross schools to prepare for the 50th Porsche Parade in Hershey, in which I got 2nd place in my class.

What do you remember most from your first autocross event?

John: It was 1994, and I remember my instructor driving my car, plowing through a row of cones and blaming it on the tires. I knew immediately it was something I wanted to keep doing.

Pam: In 2003, I tagged along with John for an event and tried it. I liked the friendliness and comradery of the participants. It was fun, and I wanted to go back. Right after we got the 2002 Boxster S in 2009, I attended an event in Frederick and, unbeknownst to me, the car was way out of alignment. The last gate required a hard left and the car spun and went off the pavement and up a grassy hill. It was embarrassing.

Do you participate in other clubs' autocross events? If so, how do they compare to our Potomac PCA events?

John: Not as much as I would like to. It's hard to compare overall because other clubs are so different from one another. All are very welcoming though.

Pam: We have participated in many different clubs through the years. We always see how they do things compared to Potomac PCA. I think Potomac PCA sets a high bar for other clubs.

How has autocross influenced your driving on the street and/or track?

John: I generally drive slowly on the streets. I think some of that is because I realize there is no way for me to safely be at the limit on the streets, so I don't bother. No one is keeping time either. When autocrossing, I will use fairly abrupt inputs to get quick rotation and rely on the rotation to help navigate the tighter turns. On the track, I need to remember to smooth out the inputs and correct rotation quicker.

Pam: I feel more confident in my car control skills. Autocross is quicker than the track, and you can push your car more to the limit in a safe environment.

Do you autocross with family members? If so, how does it affect your relationship?

John and Pam: Autocross is a hobby we share together. We encourage each other. Our oldest daughter, Julia, has also attended some events in her Mini Cooper, which is awesome.

John Vrankovich

What sparked your interest in autocross?

My son's best friend's father, Brad Kuebler, got me into it. He had done some SCCA autocross events in the past and convinced me to attend one with him. Brad has shared my car now for many years at PCA Potomac Autocross events.

What do you remember most from your first autocross event?

Being intimidated! My first autocross was an SCCA event at FedEx Field in 2010. There were over 300+ cars, I had never attended an autocross school, and I was in one of the fastest car classes. It was very humbling and exciting! I was hooked. Ardy Alam, a co-worker, friend, and PCA Potomac member, then convinced me to start attending PCA Potomac events. I've never looked back.

Why do you continue to drive autocross events?

John: It is fun for me, and the people are great. I like being able to compete without making a big investment in equipment.

Pam: It can be nerve racking sitting at the starting line waiting for the "GO." You have to prepare yourself mentally for the course. When I am driving well, it is great. When I am having an off day, I get mad at myself and tell John to yell "go faster" to me. I also like instructing, and as the only female autocross instructor (come on, ladies), I like to instruct other women and encourage them. It is really great when students come up to me to thank me for helping them learn – then they turn around and get a good time. I like pushing myself to improve at each event.

What would you tell someone who has never driven an autocross event to persuade them to try it?

John and Pam: It is a lot of fun, and the Potomac PCA loves to have newcomers. There is really very little to fear, and the autocross committee will do what it takes to make sure you have a great day autocrossing. Your Porsche is made for this!

Do you participate in other clubs' autocross events? If so, how do they compare to our Potomac PCA events?

Only the one mentioned above. I found the PCA Potomac program to be perfect for me – a fairly laid back environment with a lot of people I could learn from and compete with. If I had more time, I would attend SCCA and other PCA regions' events.

How has autocross influenced your driving on the street and/or track?

I started to do drivers' education (DE) events right around the same time I started to autocross. For the first few years of autocross, I viewed it less as a competitive event and more as a place to practice car control skills. I preferred being slower, but focusing on gaining experience controlling my car when it was near or beyond its and my limitations. I believe that approach helped me

John Vrankovich pushing #444 to its limit. Photo courtesy of ICar Czars Photography



develop much better car handling skills for the street and track. As I started to become competitive, I then started focusing more on competing and winning.

Do you autocross with family members? If so, how does it affect your relationship?

Ah No. My wife rolls her eyes every time I mention I have an autocross event the coming weekend. She's just not interested, but that's fine. It's great that we have many shared interests, but also independent passions. She'd rather be running, swimming and biking. I'd rather be standing around, chatting with friends, coaching other members, and getting in 5 minutes of driving :-)

Why do you continue to drive autocross events?

Because, just like DE, I've developed a large group of friends, and I enjoy being around them. It's also nice to get in some spirited, competitive driving. I also like to continue to prove that every course is a Cayman course!

What would you tell someone who has never driven an autocross event to persuade them to try it?

Michael Kaunitz

What sparked your interest in autocross?

I have had a longtime interest in performance driving and had been away from it for many years. When I bought my first Porsche in the summer of 2013, I decided I had to get back involved and figured that autocross was a great way to get started – especially considering that I knew I didn't know the capabilities of my car yet.

What do you remember most from your first autocross event?

It was November 2013. I went off course on 4 of my 6 runs – I can still see the sea of cones. I recall talking to Potomac PCA

You'll have the biggest smile on your face at the end of the day. The first time may be somewhat intimidating, but there are many people at our events who are welcoming and willing to be mentors. If you attend an autocross school, prior to your first autocross event, it will be much less intimidating.

I've also greatly appreciated being able to meet and become friends with so many people with so many varying interests, skills, and careers. Come out and join us!

member Gary Baker, who was VERY welcoming, about how much my car understeered and how I thought that 911s oversteered. Very Yoda-like he said, "It's not the car; it's your driving."

Do you participate in other clubs' autocross events? If so, how do they compare to our Potomac PCA events?

No.

How has autocross influenced your driving on the street and/or track?

Autocross forces you to very quickly assess the available grip level and take advantage of it. I use that skill on the street, especially when there is inclement weather.



Do you autocross with family members? If so, how does it affect your relationship?

Yes; my wife LOVES autocross. It is great for us to be able to share the events together. It's a big time commitment and sharing the sense of community (aside from driving) is my favorite part.

Why do you continue to drive autocross events?

Everything I do with my car enhances a different aspect of my driving skill set – focus, vision, and control. Autocross is very abrupt compared to drivers' education (DE) driving, but the feel and need for connection with your car exists equally. Also, it's a great thing that I can share with my wife at a much lower stress and cost level than DE.

What would you tell someone who has never driven an autocross event to persuade them to try it?

Autocross is a fantastic way to explore your car's potential and your driving skills in a safe, controlled, and fun manner. And you can't beat the people!

Will Calcagno

What sparked your interest in autocross?

I first got interested in autocross after seeing my father participate in events. It seemed very fun to do, and I was right. I had been a passenger in the car for many years, and now it was my turn to be the driver. I also thought it would be a good way to improve my driving skills, as I had just gotten my license, and it worked out well.

What do you remember most from your first autocross event?

I did my first autocross in August 2015, just after I got my driver's license. What I remember most about my first autocross was the feeling of excitement I had about participating; I was looking forward to doing it. I also remember the thrill of going around the track at high speed (for my car), which I could not do safely on the roads. I was initially nervous, but the guidance of the instructors, including my father, removed that anxiety very quickly.

Do you participate in other clubs' autocross events? If so, how do they compare to our Potomac PCA events?

I have not had the opportunity to participate in any other clubs' autocross events.

How has autocross influenced your driving on the street and/or track?

Autocross has definitely improved my ability to drive, not just on the autocross track but also on the roads. It made me more confident in my driving ability and more aware of my surroundings as I drive.

Do you autocross with family members? If so, how does it affect your relationship?

I participate in autocross events with my father, who is one of the instructors for the newer participants. I think that being able to autocross with him has improved our relationship by giving us more things in common to talk about.

Why do you continue to drive autocross events?

I continue to drive autocross events because they are very fun. I get a chance to do something I can never safely do on the roads – push my car to its limits and feel what it's like to drive a car at its limits.

What would you tell someone who has never driven an autocross event to persuade them to try it?

Autocross is a fun and safe way to push your car to its limits. It's a fun, safe way to see what your car can do and to do things with your car you can't do on the road.

PCA Potomac Awards Winners

Enthusiast of the Year

Ken D'Angelo is a recent addition to our club – becoming a member in 2015. During 2016, he was very active in both Autocross and DE – participating in all of these events with the exception of one Autocross. He also attended both the annual picnic and our holiday party as well.

While his event participation alone qualified him for enthusiast of the year – he really jumped into contributing as a volunteer. He worked with the Washington Auto Show – first with the possibility of Potomac having a booth at the show and later with getting our members early access to the show.

He volunteered at club race and specifically – organized and coordinated the successful 25 years of Porsches Cars Parade. After the excitement of being part of the Club Race at Summit Point, he was named as Co-Chair for the 2017 Club Race. We look forward to seeing a lot of Ken in the future!

President's Award

Working as a cohesive team filled with decades of combined PCA Potomac knowledge and history, George Whitmore and Fred Phelps, received the President's Award for their work as our club Historians. As part of our special anniversaries in 2015 and 2016, we hosted a few special events. In 2015, we hosted a dinner to celebrate our 60th Anniversary and in fall of 2016, we celebrated the founding of PCA Club Racing 25 years earlier.

Our historians assembled displays of memorabilia and documentation related to Potomac's history, which made an impressive visual guide to our past. They continue their work in collecting, digitizing and amassing pieces of our Club for future generations to enjoy.

President's Award

Many of you see the work that goes on at an event. Only some of you realize the work that has to occur before and after an event. It's not unusual after a few years of giving up your time for what sometimes seems like a thankless job – that people move on. For seven years, Bob Mulligan worked as the Chief Instructor of our Drivers' Education program. If that wasn't enough to show his volunteerism and dedication, he stepped up this year to be a co-chair of the DE Program, making another significant commitment to our programs. This President's Award is a small token for all of his self-less dedication to our Club.

Founders' Award

The Founders' Award isn't an award that is presented every year, but only when a deserving club member is recognized for his or her "Distinguished Service"; a body of continued service over many years.

Dan Dazzo has been a PCA member since 1974. Some of his volunteer positions include: Potomac's Safety Chair, Drivers' Education Chair, Autocross Chair, Past President of Potomac in 1996, Club Race Chair for several year and Chief Instructor for the DE Program for multiple years. Since Potomac doesn't keep him busy enough, he is currently serving as the National PCA Safety Chair and is a very active member in the Chesapeake Region. The Porsche Club of America is proud to give him this prestigious award.

Special Recognition

One of our long-time members and active participant and volunteer, John Magistro, is leaving the metropolitan DC area and moving south. John is one of our Drivers' Education Instructors, has served on the Executive Board as Secretary and was the Membership Chair for seven years. We recognize John for his service to our club and wish him all the best in his new home.

Below: George Whitmore receives the president's award. Also pictured are Scott Bresnahan, Mia Walsh, and David Dean.





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2030 Don't Shoot the Messenger

By Tom Neel

I'm not new to performance cars or Porsches, but I am relatively new to Porsche ownership. For this reason I have very high respect for those of you with decades of ownership prowess and passion. I respect when I'm told, I will never own a water cooled Porsche or even one with a turbo. I respect collectors, waxers and racers. I respect those who have not only made the Porsche brand a hobby, but a way of life. You all have essentially supported this company and its fantastic success with your unwavering ownership of both old and new cars, rear, front and mid engine variations, and sport, sedan and SUV models. But, air cooled or water, naturally aspirated or turbo, boxer six or four, and any V type you wish to mention, one common thread past the name Porsche, has been Porsche's use of performance inspired, internal combustion engines.

So late last year the German government passed a resolution to bring internal combustion engines, both gas and diesel, to an end. Germany's legislative body Bundesrat's zero-emissions resolution, which is largely inline with the EU, will be the end of and phase out of the engines we have grown up with. In short, no matter the spin anyone can place on this, things are about to change, at least in Germany. It made me wonder then, does that mean no gas powered engines for us? Even if we get them, the days of 3.8 liter and big 4.0 liter boxers are numbered and to be frank, 6 cylinder ones too.

When Porsche told us all about its new Mission E and displayed its concept car at the International Motor Show in Frankfurt in September of 2015, it knew very well of the future. Since then, it has not missed a beat promoting its Porsche E Mobility branding, while touting that it will very much be a Porsche and tries to butter the bread with the use of new "E" terms like "Porsche Turbo Charging". The company that has likely done more to show the world what turbo chargers are really capable of in the world of performance engines, is now putting a knew spin [pardon my pun] on its plug in future.

I've written before that Porsche has been sneaky here for awhile by hiding the engine in their performance automobiles. Open the hood, no engine, and so in time you won't even miss what you haven't seen in years. Slowly but surely they are getting us use to the ultimate change. First a turbo Carrera that is not called a turbo and should not be confused with the top shelf Turbo and Turbo S Carrera they already make. They call it a 991.2 like it's a software update. I've driven it by the way and it is a very good car, but

they did have to engineer sound back into it. Engineer sound? If it were electric they could engineer any sound you wanted! Roll tape! So, next came the 718 with a 4 cylinder boxer turbo. More performance, and as much money the one before it, but with two less cylinders. Inch by inch, step by step.

In another year or so, purists that still won't own anything but air cooled Porsches, will still not like the new ones. But Porsche, who now is selling way more Macans than anything else, will release another 911, the 992. Solid spy shots prove it has grown in size again to make room for batteries. BATTERIES?!! Yup, and it will be the car that opens the door for Mission E and Mission E will be that which opens the door to no more internal combustion engines. Again, at least in Germany. The next generation Cayenne too, is already being reported in offering an all electric plug in version.

So what about the ultimate performance Porsches? The GT cars, what happens to them? Well race fans, I can only speculate, but I am doing so with a tiny bit of inside knowledge. Have you noticed Porsche has been pumping out GT and special edition cars like a tropical ice cream stand? Let me just mention a few in the past only 1.5 years. The GT3, GT3RS, Club Coupe, GT4, Rennsport Edition, Boxster Spyder, 911R, not to mention to GT4 Club Sport. In common, all are naturally aspirated cars. So, while there's also a new GT2RS [650 hp turbo] on the way, there will also be a new [also naturally aspirated] GT3 expected at Geneva, and a GT3RS to follow, and you can pretty much bank on a new (somewhat reported) naturally aspirated 718 GT4 or GT4RS as well. The customer lists for all of these cars mentioned are already long, making them pre-sold out and that includes a GT4RS even if they don't make it.

Know the term, "Make hay while the sun shines"? Porsche is making its hay in a big way. One, because we're lining up to buy them. Two, to help pay for the whole VW mess, and most importantly, three, because the days of making these cars as we've come to know them, is about to end. This next round of GT cars my friends will likely be the last naturally aspirated Porsches ... ever. The production and delivery of these cars easily carries us through 2018 when the 911-992 arrives. What a GT car looks like in the future is anyone's guess, but I think you can bank on the 918 turbo/hybrid bloodline at best. You must admit, the 918 and LeMans prototypes have already paved that way.

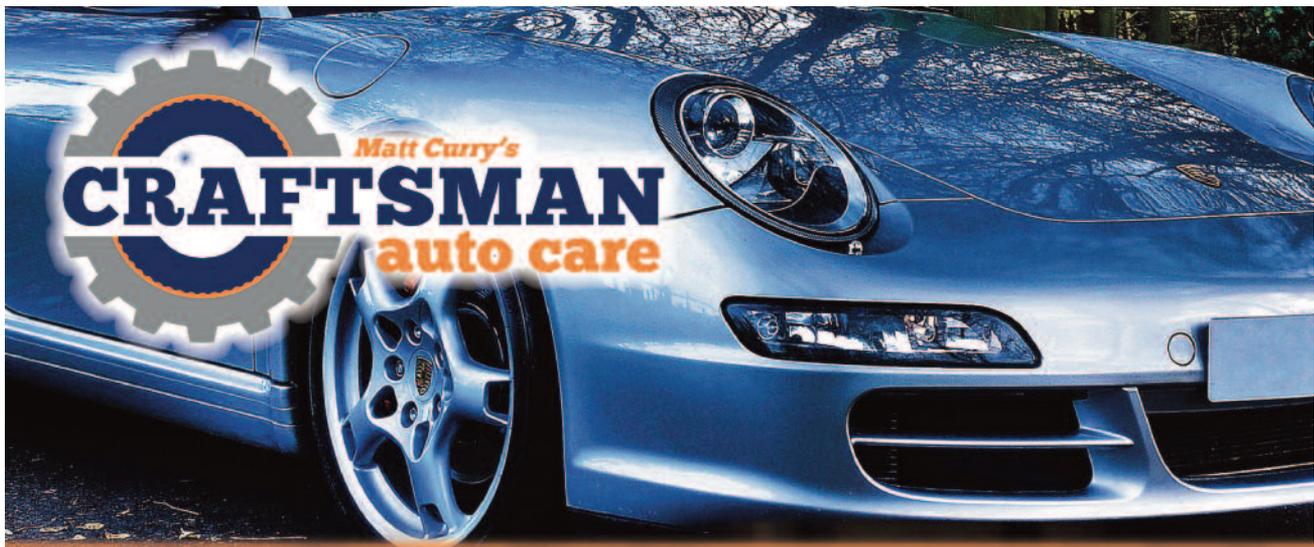
Continued on page 22...

Back to the Mission E. How important is it really? Well think of it this way. Porsche is throwing over a billion Euros at it. Billion with a B. Next, those of you who have visited Zuffenhausen and Porsche Exclusive Department will find this interesting. A friend close to Porsche told me he got a call from the factory mentioning that the entire Exclusive Department is being temporarily closed and moved 20 kilometers out of Zuffenhausen, no longer found there along the circle! Now trying in verifying this news I find this message on Porsche's website.

Porsche is adding a new chapter to the sports car history. The Mission E will have its origins in Zuffenhausen. For this reason, the factory collection department will not be available for customer deliveries from November 2016, until mid-way through 2017, due to reconstruction measures.

In closing, the first Smartphone was released in 2000. Apple first released its iPhone in 2007. Today we all have smartphones and while many crash cars

looking at them, it's a changing technological world. I'm nearly 62, but for most [not all] absolute Porsche purists, you're likely at least in your mid to late 60's and perhaps the changes on the horizons will come in stride with your next decade of aging. For the younger enthusiasts, you have already embraced technology and you are about to get bucket loads of it. One thing is for sure, 2030 is less than 13 years away, so get out and enjoy your air breathing Porsche today, cus' clean air versions are on the way. Don't worry though, Porsche will engineer the sound of the good old days in their Porsche Communication Management (PCM), via Porsche Connect for your listening enjoyment!



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Have A Sweet Time In Hershey



Our first overnight Drive and Dine event of the season will be Friday April 21 through Sunday April 23, taking us from covered-bridge country in north central Maryland all the way to Hershey for their world-famous Porsche-only Swap Meet and the fabulous Antique Auto Club of America (AACA) Museum. We will take a scenic drive from north of Frederick to Emmitsburg, stopping off for lunch at a country inn and later on in Gettysburg for ice cream, getting to Hershey Friday afternoon. That night' we'll plan on enjoying some awesome Italian at Hershey's own Fenicci's.

On Saturday morning, we'll enjoy the Porsche-only Swap Meet and concours event, and that afternoon we'll check out some exhibitions at the AACA Museum in Hershey (Italian cars and mid-size Chrysler musclecars from the '60s and '70s), along with their permanent Tucker exhibit. We'll enjoy Saturday night at The Mill restaurant and then everyone is on their own on Sunday.

We are staying at the Hershey Lodge with special Porsche Club rates! Hotel registration deadline is March 21.

Info on registration and hotel is at: <http://msreg.com/HersheySwapDnD2017>

It's Rally Time Again!

Spring, another opportunity to join in the fun of the PCA Potomac rally program. This year we will be staging four rallies, the first of which will be the 2nd Annual Gary Brindle Memorial Rally on Saturday April 29. We will meet at 9:30am at Traville Village Center, 9700 Traville Gateway Drive, Rockville 20850 for a brief drivers' meeting. First car will depart at 10:00, the rest in 2 minute intervals thereafter. This will be a basic gimmick rally with questions and/or pictures to be identified along the route. We will end at Branded 72 BBQ, also in Rockville, for lunch, socializing, and award ceremony for the winners.

Cost for this rally is \$50 per car which includes rally costs and lunch for both driver and navigator. Contact rally@pcapotomac.org to register. *There is no online registration.*

The "It's Almost Summer" rally will be on June 10, details TBD.

The third rally is the annual Augustoberfest to Hagerstown on August 27, details also TBD.

The final rally will be the "Fall Foliage Rally" on October 14. This rally was meticulously planned last year by members Don and Haf Zink but got rained out. This will be a spirited drive through the Virginia countryside, ending with a tasting at a local winery.

If you have never done a rally and would like more information, contact dogzmom@verizon.net.

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Registration Link on PCA Potomac Website

Yellow Beast

The quiet, meandering and welcoming streets of this neighborhood have no sidewalks and are bordered by majestic oaks and maple trees providing delicious shade in hot and humid summer days. Green is the dominant hue as one traverses its domain. Walkers abound, as do on occasion young drivers learning to drive.

An old neighborhood founded circa 1950's dotted with small homes and big lots. Most homes have been updated en expanded. Here and there McMansion's have replaced the well-built homes much to the chagrin of its residents that have moved here for something more soulful.

This particular summer Sunday afternoon, the bucolic scene is punctuated by a beautiful, bright and dry day; a day much like those in Northern California but uncommon here in the humidity of the Washington DC region.

A slow and stealthily crawling yellow beast rouses the walkers, home project fans and gardeners as it makes its way through the neighborhood. Freely rolling along its streets, it is causing anxieties and raising alarm from the locals.

What is it? Why is it moving so slowly? Are they casing the neighborhood? Are they lost? They have gone around and around. What could they possibly be doing? Then I see it.

The beast is a mid 90's yellow 993 dressed in GT2 bodywork. It crawls. It stops. It gets going again. The engine is issuing small crackles and pops as it makes its way. It is making the right sounds, for sure, I tell myself. There is something sizable under the large rear wing propelling this beast. It is a vision to behold. As it makes its way, it is for certain punching a big hole in the reality continuum of all residents. Mouths are agape.

The car simply drips of coolness but in a warming sort of way. It seems eager to pounce but in an unpretentious manner. Those in its path feel it - even those that know nothing about rolling pieces of art. I watch it for several cycles go around the neighborhood.

Half hour or so later, I myself decide to go for a run. By then the car seems to have left the neighborhood. It is still around, I soon find out.

I once again hear the crackles and pops in the distance. As I start my run up the hill from my home, it has just turned right and is now crawling towards me. The melody continues...crackle, pop, crackle; pop, as it makes its slow advance.

Being a Porsche guy, I waive it down to a stop. I simply have to. I must know about this beauty and the in-

delible impression that is creating on young and old.

"Hi. Nice ride." I say.
"Mid 90's 993-GT2?" I ask.

The owner, a very friendly guy proceeds to give me the details as I look inside and see a youngish woman driving it.

"It is a 77' shell that I built into a GT2 clone." He tells me.

"You did it all yourself?" I ask incredulously as I glance over the perfection of the build.

"Yep, I did it all by myself."

He has totally transformed the tub into a 1995 GT2 clone with all its bulging fender and winged glory. All dressed in yellow. The car is simply mesmerizing.

"It has a GT2 engine," he continues. Those pops were coming from the real thing, I think to myself.

We talk more and congratulate him on the build. I tell him about my 88 Carrera and chat about other Porsche stuff for a bit.

Although it was never asked, the question of the slow drive around the neighborhood remains unanswered, hanging there in mid air. But, he knows it must be answered. The mystery ends as he proceeds to tell me that the driver is his daughter who is learning how to drive the yellow beast.

"It is putting out about 550 HP via a 1988 G50 trans," he tells me

"And she needs to learn how to handle it," he says in an amusing tone accompanied by a wink. Ouch for the clutch, I think to myself.

We chat a bit more. He tells me he has people over to his garage all the time to talk about Porsches and such. He invites me to attend them.

It is time to move on. He needs to continue his lesson and I need to continue my mind-clearing run with iPod in hand. We shake hands and I ask for a card so that I can call on his garage-based coffee clutches. Unfortunately he has none and neither do I.

An awkward pause ensues, which his daughter appeases nicely...

"I know where you live. You have the white 911. I will stop by your house one of these days and drop a card."

Story by
Andres Jordan

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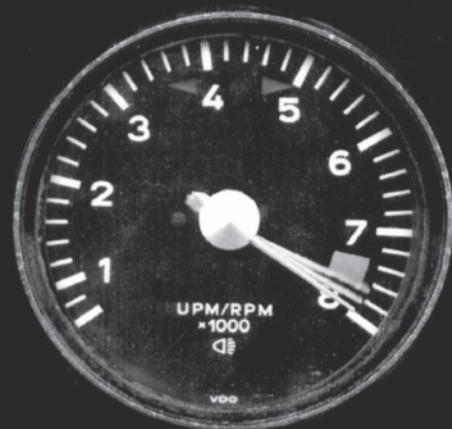
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Tech Tactics East 2017

Every now and again you find something you didn't know existed and have a wonderful time doing something new. Wandering around the PCA National web site in early February I came across Tech Tactics East which looked interesting. Sure, the event, was in Easton, PA which is 3 ½ hours from here. That, and a 0800 start time meant I had to stay the night prior in a nearby hotel. True, it didn't end until 1800 so that meant a 3 ½ hour drive home in the dark but I don't get to drive much at night so, I went. It was great!

Held annually on the East and West coasts, Tech Tactics, sponsored by PCNA and PCA is a full day of presentations on a remarkable range of subjects. These events, dating to 1980, were held this year at the Porsche Training Facility in Easton, PA. A complete listing of subjects as well as videos of many of the presentations can be found at: <https://www.pca.org/event/2016-01-04/tech-tactics-east-2017>.

There were sessions on brake technology, photographing cars, classic Porsche market trends, restoring classic Porsches – if you like Porsches there were more sessions of interest than there was time to go to all of them! The presenters were not only knowledgeable but were good on their feet. The training aids ranged from a new Panamera on a lift, to graphic displays of classic Porsche price points. There wasn't a dull moment. On breaks and at lunch I got to meet PCA members from other Regions and exchange experiences.

The Easton Training Facility also houses the parts warehouse for PCNA, servicing US dealers roughly east of the Ohio River and all of Canada. Part of our day included a tour and explanation of the logistics of servicing parts requests ranging from a single washer to whole engines. The warehouse tour alone and the explanation of what it takes to get your replacement part to the dealer were worth the trip.

Story and photos by Glenn Cowan

February 2017 new Potomac members

New Members

Ade Adebisi - 2007 911 Carrera - from Bowie

Gary Barbour - 1995 911 Carrera - from Washington

Darren Bernstein - 2014 911 Turbo - from Vienna

Richard Bernstein - 1983 911 SC - from Washington

Jeffrey Brutsche - 2016 Cayman S - from Falls Church

Charlotte Chirinos - from Lorton - transfer from Blue Ridge

Devin Drewyer - 1985 944 - from Olney

Bob Fogelson - 2002 Boxster - from Potomac

Jim Fort - 2017 Macan S - from Arlington

Dale Hollins - 2015 Cayman - from Haymarket

Hans Hsu - 1998 Boxster - from Rockville

Dan Keating - 2015 Panamera S E-Hybrid - from Vienna

Yusuf Khapra - 2013 911 Carrera S Cabriolet - from Mclean

Mark Kuite - 1990 944 S2 Cabriolet - from Oakton

John MacMillan Jr - 2017 911 Carrera S - from Chevy Chase

Leticia McCray - 2012 Panamera - from Glenn Dale

Billy Nolen - 2015 Cayman GTS - from Arlington - transfer from Maverick

Roberto Picon - 2008 911 Turbo Cabriolet - from Woodbridge

Tariq Rafique - 2007 911 Turbo - from Brambleton

Anthony Roberts - 1971 914 - from Manassas

Scott Schiller - 1987 911 Carrera Cabriolet - from Frederick

Cy A Schultz - 2012 Cayenne S - from Winchester

Thomas Stimson - 2017 Cayman - from Reston

Devin Stitely - 2008 Cayman - from Williamsport

Alan Tashima - 1987 911 Carrera Cabriolet - from Reston

Jesse Vaquerano - 2009 911 Carrera 4S - from Fairfax

Alfred Velarde - 1998 Boxster - from Vienna

Matt Woodward - 2001 Boxster - from Fairfax - transfer from Peachstate

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March 2017 Potomac anniversaries

Anniversaries

35 Years

Rasim & Suzan Tugberk

25 Years

Omar & Jamie Hilmi
Daniel & Patricia Mark
Geoffrey & Cindy Schwarz

20 Years

Richard & Richie Franco
Robert Mulligan & John McKenney
Thomas Vahle & Jesse Ballway
Michael Wanner

15 Years

Richard & Margaret Bowker
Michael Hershaft
Stephen & Lynn MacKellar
David & Emily Simon

10 Years

Larry & Jean Gallina
Jeffrey & Michelle Massa
Thomas Roman
Robert Talastas
Larry Van Sant

5 Years

Damien Alexander
John Brubaker
Mary Coen
John Esposito
Harry Hill & Terry Jacobson
Jean Kapusnick & Erik Eagle
Ralph Meyers
John & Donna Murphy
Larry & Sam Owens
Gregory Reiter & Alysoun Mahoney
Richard Taylor
Michael & Kim Workman
Scott Zetterstrom



Contribute to *der Vorgänger*

Join PCA the easy way

Membership entitles you to receive *der Vorgänger* but also monthly issues of PCA's magazine, *Panorama*. Porsche dealers also recognize PCA membership with a 10% parts discount.

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

To join the PCA, visit <https://www.pca.org/user/join/membership>.

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

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

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

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 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.

Write your stories, snap your photos, and send them to dveditor@pcapotomac.org.

All photos must be originals digital files; please do not resize or crop them before submission.

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Ave, Frederick, MD 21701.

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Readers and Their Cars

Right: Ken D'Angelo won the 2016 enthusiast of the year award.

Below: Bob Mulligan recognizes DE instructor Susan Kimmitt.





Left: Howard Leiken is rewarded for a great Autocross season! First place in Stock 4.

Below: Summit Point will use this money for safety improvements.





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