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# DER VORGÄNGER

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

12.22 • VOLUME 68 NO. 12

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For questions about advertising rates and placement in **DER VORGÄNGER**, please contact Alan French at [dvads@pcapotomac.org](mailto:dvads@pcapotomac.org)

## DER VORGÄNGER

(ISSN 0199-0667) is published monthly by The Founders' Region, Potomac, Porsche Club of America at 4196 Merchant Plaza #223, Woodbridge, VA 22192. Periodicals postage paid at Bellmawr, NJ, and additional mailing offices. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$46 (includes \$3 for Der Vorgänger subscription). Postmaster: Send address changes to Der Vorgänger, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD, 20814. Statements appearing in Der Vorgänger are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. Copyright ©2022. All rights reserved. For information about commercial advertising and rates, contact the publisher listed above. Letters to the editor are welcome. They should be brief and may be edited for length. Please include a contact phone number for verification.

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Remembering Harleigh Newell



**COVER PHOTO:** By Tessa Hall, taken at the Autocross Skid Pad Event -see pg. 14

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## Who Built Santa's Sleigh?



Alan French  
Co-Editor

The historic legend of Santa starts with Nicholas, Bishop of Myra, (now in modern day Turkey), who preached kindness and generosity toward children in the 4th century AD. He was later canonized as Saint Nicholas, arguably one of the most popular Christian saints of all time.

Stories became celebrations and rituals across multiple continents, reaching America when he traveled with the first settlers to colonial America. His identity and appearance changed many times, most notably when, in 1863, Harper's Weekly hired Thomas Nast to create a picture of Santa Claus bringing gifts to troops fighting in the American Civil War. This was the moment when Santa became a roly-poly man dressed in red, donning a deflated bishop's miter, also in red. Contrary to popular belief, a certain drinks company did not create red Santa. It would be 60 years before adverts depicted Santa and soda in a seamless story.

But what of Santa's sweet ride? Santa's transport started out as a donkey and wagon, but after years of research and development, the elves in Santa's workshop released the iconic, doorless, open top sleigh, powered by eight small reindeer. It was a brave design choice, favoring carrying capacity over climate control. By the early 19th century, immense progress had been made in reindeer output and efficiency, such that the sleigh was now able to fly, at hypersonic speeds, carrying a seemingly infinite cargo. This remarkable achievement was witnessed and documented by Clement Clarke Moore in "The Night Before Christmas," published in 1822.

Many automakers have tried to develop a vehicle of similar capability, adopting many design features that they believed were critical to the advanced performance. Willys copied the open-door concept for the Jeep,

Ford tried the sleigh front bumper design on the early GT40s (later discovering that the lift generated was better suited for flying), and even our beloved Porsche acknowledged the importance of reindeer power in the company's crest -- choosing a flat six, of course, rather than Santa's eight.

Today, we marvel at Santa's global lap times, made increasingly more accessible by onboard data acquisition, beamed via satellite to [www.noradsanta.org](http://www.noradsanta.org). The data show the incredible balance and rotation that the big man achieves with his inputs of steering, throttle, and brake. We must also recognize the elves for developing and integrating the advanced technologies that make Santa's sleigh a magical ride.

May your magical Porsche create happy holidays, from the team at Der Vorgänger. DV

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## A Twist of the Wrist

No, this article isn't about how I became PCA Potomac President. It's about how motorcycling helped improve my daily as well as my high-performance Porsche driving and my ability to coach others—for Driver Education (DE) events, for High-Performance Driving Clinics (HPDCs), and for the Tire Rack Street Survival Teen Driving School. If you want to keep the shiny side up riding a bike, you must have an understanding of vehicle dynamics, driver inputs, vision, and smoothness. I'm always excited to find fellow motorcyclists in Potomac (there are many!) and delighted to work with students who have ridden, like Cindy Choi and Chris Ourand at our HPDC in October, because their understanding of vehicle control, their coordination, and their visual skills are well developed.

I learned a lot from motorcycle racer and guru Keith Code, who founded the California Superbike School, which I attended many

times. His books, *A Twist of the Wrist Part II: The Basics of High-Performance Motorcycle Riding*, and his classic, *A Twist of the Wrist: The Motorcycle Roadracers Handbook*, first published in 1983, are bibles for many talented riders. Code cautions that:

Survival reactions (SRs) come from our instinct to avoid injury but often cause the opposite. There are seven classical SRs riders should know about....

1. Roll-off the gas.
2. Tighten on handle bars.
3. Narrowed and frantically hunting field of view.
4. Fixed attention (on something).
5. Steering in the direction of the fixed attention.
6. No steering (frozen) or ineffective (not quick enough or too early) steering.
7. Braking errors (both over- and under-braking).

Developing an understanding of these automatic survival

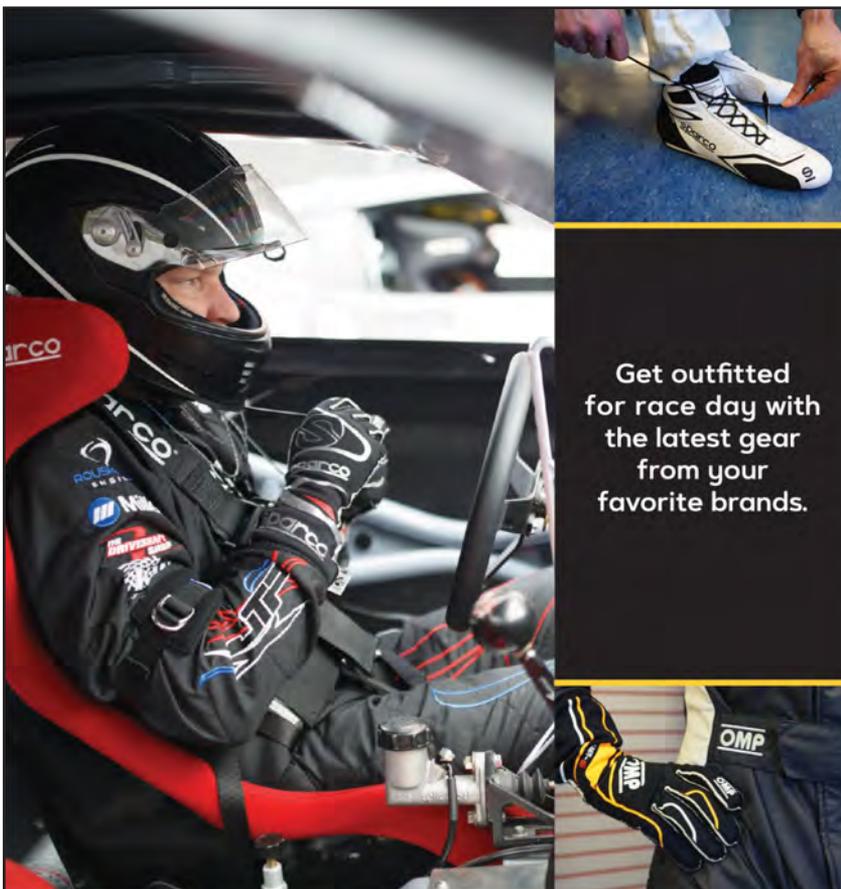
reactions and practicing skills to overcome them (visual scanning, understanding when and how rolling on the gas can actually settle a car) can avoid a costly trip to the body shop for the street driver and track driver alike. I love that PCA Potomac offers such training through Autocross, Skid Pad, DES, and HPDCs. What better benefit of club membership than learning skills to protect your valuable investment?

I'm equally thrilled about how Potomac incorporates data and analysis in its curriculum. Sean Reiche's sessions during DEs about interpreting data (e.g., braking, acceleration, steering angle, video), "passcraft" or the art of passing, and pros like Dion von Moltke and Ken Hill from Blayze, whose in-depth approach to coaching with science-backed learning techniques have enhanced our DE program significantly.

Have I twisted your wrist!? Come out and join us next season! DV



Diane Sullenberger



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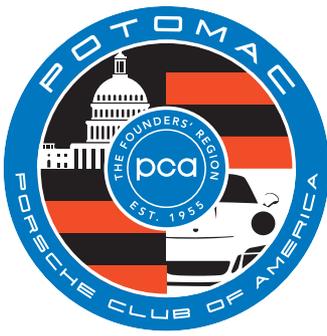
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# 2022 CALENDAR OF EVENTS

The information below is accurate as of date of publication. Check Potomac's website at [pcapotomac.org](http://pcapotomac.org) for further information and the most up-to-date information.

**DECEMBER**

-  **3** Open Board Meeting & Elections  
Courtyard Marriott, Rockville, MD
-  Virginia Monthly Brunch  
Firebird's Grille  
Gainesville, VA
-  **10** Holiday Party & Toys for Tots  
Clyde's, Chevy Chase, MD
-  **17** Maryland Monthly Brunch  
Irish Inn  
Glen Echo, MD

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**JANUARY**

-  **7** Virginia Monthly Brunch  
Firebird's Grille  
Gainesville, VA
-  Skidpad #6  
Shenandoah Circuit  
Summit Point, WV
-  **21** Maryland Monthly Brunch  
Irish Inn  
Glen Echo, MD
-  Skidpad #7  
Shenandoah Circuit  
Summit Point, WV

# CLUB Announcements

## CONGRATULATIONS

While we had a quite a few members celebrating many decades of PCA membership, this month's biggest congratulations go to Lionel & Karen Allard on 50 years of membership. Thank you for supporting our club.

## THINKING OF VOLUNTEERING?

We have a number of open roles in the club and would love to find a place for you to share your passion and skills with other members. Please reach out to our president at [president@pcapotomac.org](mailto:president@pcapotomac.org).

## POTOMAC MONTHLY BRUNCHES & LUNCHESES

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

### New 1st Saturday Virginia Brunch Location!

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

### Virginia

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

### Maryland

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# Potomac Program Highlights

## AUTOCROSS



Barbara B. in her beautifully wrapped 987 Boxster

## More Autocross Than You Can Shake a Cone at

STORY & PHOTOS BY TESSA HALL

September 18, 2022

“Your group is so much fun!” We hear this a lot from first-time attendees and spectators who chance by, one of our PCA Potomac Autocross events. I like to think it’s because we’re not only a talented bunch of drivers (Potomac does have that reputation) but also because we’re a welcoming group of people.

We come from all walks of life. Barbara B. always loved cars, specifically high-performance cars. When she was younger she was actively discouraged from indulging in her passion by family, so-called friends, and co-workers. A few years ago, Barbara decided it was time to live the life she wanted. She bought her 987 Porsche Boxster S, wrapped it in her favorite eye-catching color and came out to her first PCA Potomac Autocross event. You’ll spot her cheerfully bright Boxster at most Autocross events now.

We greeted Barbara with open arms and introduced her to several other women who love to compete in Autocross. The competition isn’t really among us women, but rather overall and often against significant others, sometimes sharing the same car. Among those couples are Amanda and James A. with their 991 Turbo S. Lexi V. and Steve B. split her 987 Cayman S when Steve doesn’t feel like trailering his race car to Autocross. Lexi has her own Porsche now but she started Autocross by sharing her dad’s (Vince) 991 4S. Beth W. goes head to head in her 981 Cayman S with her partner Larry M., who has a 997 Targa S. Beth also didn’t own a Porsche until she came out with Larry to an Autocross. She loved it so much she had to buy one for herself. Then there’s myself and Gary B., who share our 981 GT4. We started out with a 997 and a 991 and decided to consolidate to a mid-engine platform instead.



Rafael G. takes a passenger on a Taste of Autocross ride



Kevin K. grins as he rounds a cone near the Autocross trailer

Our committee members are close knit and love to tease each other. Our Autocross Chair, Jeff Braun, was out of town for this September event. Our Autocross Co-Chair, Bill Conley, ran the event flawlessly with the help of Jeff Gary, Autocross Co-Chair-in-waiting. Jeff Braun lent Jeff Gary his Cayenne to get the Autocross trailer to the course. Jeff Gary then decided to pay homage to Jeff Braun's selflessness in amazing technicolor, made possible by donated rolls of masking tape from other participants.

Spectators have a chance to ride along as a part of Taste of Autocross. We love autocrossing but know others may be intimidated by it. A Taste of Autocross offers a chance to experience the skills and adrenaline of the competition with a skilled instructor, like Rafael G..

Finally, there's nothing like simply watching talented drivers like Kevin K. push every last bit of performance out of their cars. You'll see some drivers squirt water on their tires to control temperature (and traction), hear stuttered hissing as other drivers adjust their tire pressure in short bursts, trying to maintain the sweet spot of grip, and eavesdrop on lots of shop talk about different approaches to sections of the course. We have fun, drive hard, and welcome everyone to join us to do the same.

**AX#6 - October 9, 2022**

I hope at some point in your life you had the opportunity to be a part of a great team. With close to 90 drivers at the first of two autocross events in October, everything ran so smoothly it made me suspicious. It was not only the autocross committee performing at their best, but everyone else jumping in to help wherever they could.

During the course walk, everyone takes a piece of crumbled drywall to use to chalk outlines around cones. For the first of our October events, it was as if we had all practiced chalking outlines together before performing the duty for autocross. With everyone completing the course walk so efficiently, with instructors not skimping on helpful hints while walking with their students, we got heat 1 to begin much sooner than expected. That time saving then bled over to heats 2 and 3.

It was almost magical to see heat 2 line up on the access road to the grid while heat 1 finished their runs. The hand off between heats 2 and 3 went just as smoothly. We got done so early that we wound up with close to 2 extra hours for fun runs. In the past, fun runs happened when the stars magically aligned. This time it happened because of everyone working together in such a seamless fashion.



James A. pulls off the win against his wife Amanda in their shared Turbo S

# AUTOCROSS



Out in the sun, (On the course-walk) We'll be havin' some fun, (On the course-walk) People walking above, (On the course-walk) We'll be fallin' in love (On the course-walk) Yeah (Course-walk). - Adapted from the Drifters

Fun runs are a time to get in some extra practice or try different techniques without worrying about your time or being competitive. Want to try a different braking technique? Fun runs! Try lifting off the throttle instead of braking? Fun runs! See how well your car holds going around the skidpad part of the course until you find that true edge of grip? Fun runs! Of course you can also try all of those things during a normal autocross. For people like me who tend to overthink things, it's really nice to have some no-pressure extra practice. Bonus: if you wanted to try having different instructors hop in your car, fun runs are a great way to wave over as many as you like still milling around.

### **Oktobercross (AX#7): October 29, 2022**

We called our last Autocross event of the season "Oktobercross" as a nod to several unofficial holidays. We encouraged participants to dress up in their favorite costumes and had beer on hand to celebrate after the track

went cold. My personal favorites were Gary Baker riding his flamingo and Meredith Adams and Graham Mansill from Austin Powers. (Meredith got the pants for Graham's outfit on Poshmark in case you want a pair in your closet.)

The final event of the season also marked our first event back on our preferred course of the Potomac Circuit at Summit Point Motorsports Park. The Potomac circuit features a gloriously enormous blank lot of pavement, capable of holding the most diabolical courses imaginable. Our course designer for this event, Jeff Braun, pulled out one of the most evil courses he could possibly think of with multiple double gates (two sets of cones you go through twice, once one way and then back the other way), a slalom with five cones abreast in each slalom point, to make it that much more likely you'd catch more than one cone for a two second penalty for each one nudged out of place, using up practically the entire massive lot. While Jeff Braun is stepping down as Autocross Chair for the 2023 season, don't expect this to



Michael T. adjusts his tire pressure while Dusan V. walks between Mark H's Cayman and Danny K's 911 towards his GT3



Danny K. with that leannnnnn

mean the end of deceptively simple yet complicated circuits for next year. It's always best to start coming to Autocross events in the beginning of the season, working your way up to the end of the season as the designs get progressively more challenging.

I'd also like to personally thank all of our wonderful Autocross friends who offered to let Gary and me drive their cars when they found out our GT4 was in the shop. I took Vince V. up on his offer for his 991 4S so I could finally experience some rear-axle steering, while Gary enthusiastically shared cars with John V. Did we beat the owners of said cars in their own cars or get our hats handed to us? You'll have to look at the results to find out. DV



Gary, Meredith and Graham .. Yeah, Baby, Yeah!



Vince V. in his 991 4S



Autocross Committee members (most of them) for 2023: Front row, l-r: Bill Conley (Chair), Bill Schwinn, Tessa Hall (Autocross Skidpad Chair), Back row: Jeff Braun (outgoing 2022 Chair), John Bendekovic, Greg Hartke, Graham Mansill, Phong Nguyen



Bill C. carving through the course to a 13th place finish overall

## AUTOCROSS SKIDPAD



Bob S. hones his skills in car control on one of the skidpads at Summit Point Motorsports Park, WV.

# Members Learn to Get in Shape at New Skidpad Event

STORY & PHOTOS BY TESSA HALL

New to the Autocross family: skidpad days! We've already held two of these events, one in late August, and one at the beginning of November. While the season is over for our regular Autocross events, we'll continue to book dates throughout fall and winter for this new Autocross sub-program. Skidpad is a specially treated surface to make it extra slick. The pavement is then wetted down to ensure the least amount of traction possible. You might wonder, "Why would I come out to an event just to lose control of my car?" We teach you how to NOT lose control of your car. Skidpad introduces the extra slick surface so you can feel the effects of different skids at much lower speeds.

Our autocross skidpad program focuses on teaching control in moments of understeer when your car either pushes out or slides straight instead of turning, or in moments of oversteer, when the rear of the car begins to skid. We provide coaches to help guide you through recognizing and correcting for both understeer and oversteer.

Many people I speak to about skidpad say they're apprehensive about spinning. If that's you, you should absolutely come out to skidpad. The best way to experience spinning (or any kind of skidding) is on skidpad, with an instructor in your car letting you know why it's happening, how to prevent it, and how to maintain control of your car even if it develops understeer or oversteer. It's some of the best training you can get for regular road-driving in a controlled environment. Skidpad training is normally not offered very often, which is why we're holding two skidpad events in December: the first on Sunday, December 11th, and the second on Saturday, December 17th. We hope to see you for an autocross event soon, whether it's for a regular autocross, an autocross skidpad event, or to ride along at either as a Taste of Autocrosser. You'll find all of our events listed on [motorsportreg.com](http://motorsportreg.com). (Search for "Potomac") **DV**



Nando and Chris discuss the benefits of Brazilian car control techniques, using the Cardzilla App



Luigi C. creates some waves in his 986



Greg P. balances his Cayman around the circle



Paul D. gets a feel for his 1979 911SC race car on a wet and slippery surface



Steve B. smiling while sideways!



Sanjay K. enters, stage right, in the 996

## COMMUNITY SERVICE



Dad, Kenny Kong, registers Mason (6yo) and Jordan (2yo), with the Secret Service/ NCMEC. Dad, sadly, was too old for the program

# Operation Safe Kids Gets Attention at the Picnic

STORY BY BOSWELL WILLIAMS

PHOTO BY PAT KAUNITZ, COMMUNITY SERVICE CHAIR

US Secret Service Ambassadors, Boswell Williams, Jeffrey Lourinia and Percy White, hosted Operation Safe Kids at the Annual Picnic. In 1997, the US Secret Service established the Operation Safe Kids initiative to bring child safety awareness to the public. Through this initiative, Operation Safe Kids provides parents with information cards about their children, including biographical data, a current photo and inkless fingerprints. If the child is ever reported missing, lost, or abducted, critical information can be retrieved quickly using this card from their parents.

Ambassadors are trained by the National Center for Missing and Exploited Children. Ambassadors can provide Child Smart Program presentations and Operation Safe Kids events. These presentations can be found on the NCMEC website and are age appropriate (in other words, there are various presentations depending on the age of the audience). These presentations typically take approximately 45 minutes each and are free to the public. Requests for presentations or events can be coordinated through your local US Secret Service Office. DV



Here is the QR Code for more information on the website:

[www.secretservice.gov/NCMECpartnership](http://www.secretservice.gov/NCMECpartnership)



COMMUNITY SERVICE 2022

3

Drop off opportunities!



- |  |                        |   |  |
|--|------------------------|---|--|
| <b>Friday,<br/>December<br/>9th</b>    | <b>Noon -<br/>5 PM</b> | <b>15745 Crabbs Branch Way<br/>Rockville, MD 20855</b>                |  <b>House to Home<br/>SOLUTIONS</b> |
| <b>Saturday,<br/>December<br/>10th</b> | <b>9 AM -<br/>Noon</b> | <b>15745 Crabbs Branch Way<br/>Rockville, MD 20855</b>                |  <b>House to Home<br/>SOLUTIONS</b> |
| <b>Saturday,<br/>December<br/>10th</b> | <b>6 PM -<br/>9 PM</b> | <b>Holiday Party<br/>5441 Wisconsin Ave<br/>Chevy Chase, MD 20815</b> |                                     |



**Many thanks to our friends at *House to Home Solutions* for donating their design center for drop off, warehouse for storage and trucks for transport!**



**communityservice@pcapotomac.org  
Chairs: Pat Kaunitz & Marcie Calcagno**

## DRIVE & DINE



# Maryland Fall Drive visits Grand Touring Enterprises and the Bavarian Inn

STORY BY JEFF BRUTSCHE AND LARRY FINKEL

PHOTOS BY JEFF BRUTSCHE AND GLENN HAVINOVSKI

You couldn't have asked for a nicer day to enjoy the charming Maryland and West Virginia countryside. Our group of 57 met in Potomac, Maryland and set out for an enjoyable 75 minute journey, working our way through a scenic autumn route as we meandered our way to Frederick, Maryland. As we drove past many quaint towns, we drew quite a few looks and waves from homeowners working in their yards.

Our first destination was Grand Touring Enterprises. Grand Touring is an elite facility specializing in restoration and service of vintage and rare European sports cars. We were treated to an up-close look at rare classic vehicles in various stages of restoration, and the staff was happy to explain the incredible details of their work. They had a stunning black 1990 911 (Model 964) that had completed a full interior replacement to factory specifications. Other treats for the eyes included a Maserati, a Ferrari, an Alfa Romeo, and the fully restored prototype of the 1963 Iso Grifo, chassis 001, which won Best in Class at the 2021 Pebble Beach Concours d'Elegance. The photo feature of peoples' cellphones got quite a workout.

After our tour, we were back on our way, traveling ever-more-scenic roads that wound in and around the banks of the Potomac River toward our final stop at the Bavarian Inn in Shepherdstown, WV. We had a private room that was set up for our PCA family of guests. The buffet was ready and our horde of hungry drivers and passengers were made welcome as we enjoyed traditional German fare including bratwurst, massive portobello mushrooms, chicken schnitzel, sauerkraut, and Bavarian pretzels.

Thanks to Dory Thomas and Steve Kaye for planning this wonderful trip. The routes they chose had wonderfully twisty roads highlighting an array of colors from the autumn leaves. Everything went according to plan, except for the unexpected Shepherdstown college football game that took up most every parking spot in our previously reserved area at the Inn. No worries through...we radioed our group leaders to warn them of the upcoming parking challenge. We were able to creatively find safe places for everyone to park their beautiful Porsches, including Lew Azzinaro who recently "gussied-up" his 911 after a long respite, with ceramic coating and a full detail. **DV**



A beautiful fall day for a drive through Maryland and West Virginia



In case there was any doubt, Porsche parking only



The Bavarian Inn does good work. Organizers Steve (in blue) and Dory (in red) can finally relax



A nice collection of vintage cars at Grand Touring Enterprises



The Bavarian Inn, Shepherdstown, WV

DRIVE & DINE

# Fall Drive to Field & Main and Sunset Hills Vineyard



## STORY & PHOTOS BY JAMES MOSER

A “Perfect Day” has been variously described as one where you wake up early, connect with people, enjoy nature, and laugh. Porsche owners might be inclined to add that any day they can drive their cars tends toward perfection. On October 9, the sun was shining, the temperature was neither too hot nor too cold, and the ambiance of friends old and new was ideal.

And so it was that 30 Porsches and their occupants set off on a perfect day from Leesburg, VA via scenic highways and byways toward Marshall, VA. The group was not in a particular hurry, so a circuitous driving route through the countryside on back roads of Loudoun and Fauquier Counties was postcard scenic, with leaves cascading from the trees as we made our way. Our destination was the Field & Main Restaurant in Marshall.



Field & Main in Marshall, VA is always a hit with members



A five-course luncheon had been arranged for our discerning tastes and enjoyment. Nothing but praise was heard from the diners.

Post-lunch, the group was off again, enjoying Loudoun's pastoral, back country roads to the final destination of the day – Sunset Hills Vineyard in Purcellville, VA. The owner of the winery is an auto aficionado with a fine collection of cars of his own. The winery was more than accommodating to our visit by setting aside a scenic spot to park our cars and arranging a private wine tasting session with expert commentary from their sommelier.

All in all, it was a “Perfect Day” to see and chat with old friends and make new acquaintances – including Drive and Dine first-timers – whom we hope to see again at future PCA Potomac events. **DV**



Enjoying the fruits of the vineyard at Sunset Hills winery

## DRIVER EDUCATION



The Red Group drivers comprise mostly of Instructors and Club Racers in race prepared cars. Melonie leads Sean and Robbie onto the main straight

# End of Year Fun at Summit Point

## It's never too late to learn

STORY BY SUSAN KIMMITT, CO-CHAIR - DRIVER EDUCATION  
PHOTOS BY BOB MULLIGAN, CO-CHAIR - DRIVER EDUCATION

Every year, late October brings autumn leaves, pumpkins on our porches, and the last DE of the year for Potomac. This year, our final DE weekend for 2022 started with our usual "Volunteer Day" held on Friday of that weekend, on October 21, 2022 at Summit Point Main Circuit. This is a "thank-you" day open by invitation only to our Drivers Ed volunteers, including instructors, grid workers, tech workers, registration people, and other helpers who gave us their time and effort throughout this season. Without volunteers, our DE program could not happen, and this is a small thank-you offered to our volunteers every year in recognition of this effort. Friday had only solo drivers (drivers who do not require an instructor) and provided for plenty of track time and lots of time with friends to play with fast cars and hang out at the track, and we were lucky enough to enjoy an amazing, beautiful day. We had 72 people signed up to enjoy this day, and the DE leadership group extends our thank-you to these participants and

other volunteers who were not with us this day who made our highly successful 2022 DE season possible.

The last DE of the season for all members was held on Saturday and Sunday, October 22 and 23, also at Summit Point Main Circuit. Mornings started cold and frosty and turned into absolutely wonderful early fall days. The cars loved the cool temperatures and everyone enjoyed two great track days. We welcomed approximately 190 drivers along with friends and family to this event. Cars of various ages and types were seen and appreciated in the paddock and on the track throughout the weekend, including a 1966 911 race car, a McLaren, and multiple new 992 Porsches in addition to Audis, Corvettes, and many Porsches of every type and color. Everyone enjoyed this final trip to our home track for this season, and looks forward to spring and our usual start to the season at Summit Point in March 2023. DV



Don't be fooled by physical size - Kathryn can eat Greg and KJ for breakfast



Sandy comes off track at the end of his session



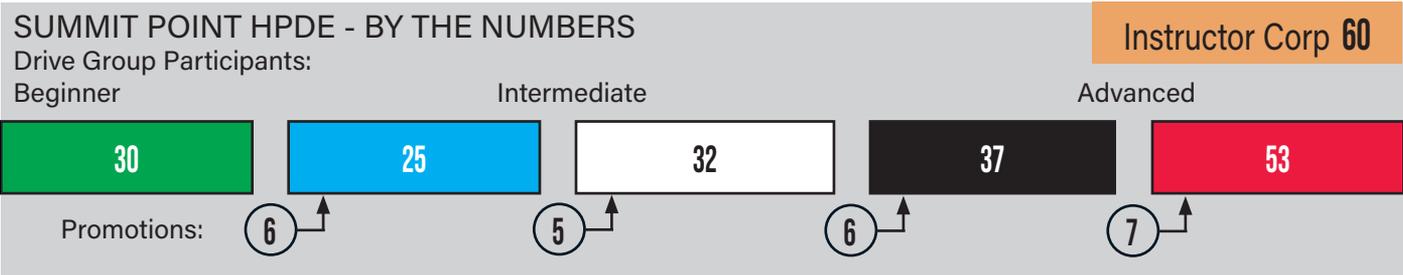
Surely, one of the nicest guys in the paddock, Kurt, with his Spec Boxster



Chip reminds Dan (National Safety Chair), to drive safely in his GT4



We see you Caddy! Needs more than a similar paint color to fool this crowd



## TIRE RACK STREET SURVIVAL



# Students Shine at Summit Point

STORY AND PHOTO BY BILL DOOLEY, TRSS CHAIR

Sunday Oct 30th was the second annual Tire Rack Street Survival (TRSS) hosted by PCA Potomac, The Founder's Region: a sell-out with thirty-five students for the second ever TRSS course. Registrations kept adding to the waitlist even during the final week, which shows its popularity, and the need for Potomac to continue this beneficial community service event. Teen students who were cautious about car control upon arrival became much more confident throughout the day, performing high-speed emergency lanes changes, panic stops, and getting familiar with the skid pad of the Washington circuit at Summit Point. The overwhelming support from the in-car coach and volunteer team was an amazing display of dedication, from the pre-dawn hours concluding at four-thirty in the afternoon. The great instructor program of PCA Potomac in addition to peer instructors from the BMW Club combined to deliver quality guidance on car control and vehicle awareness to develop safer and more experienced young drivers. Thanks to the Potomac Autocross (AX) program for the use of the trailer and all the cones; only one cone was pronounced no longer fit for duty at the end of the day.

The TRSS program combines classroom sessions with instructed emergency maneuvering driving techniques performed in safe and planned learning spaces. Young drivers discover vehicle dynamics and experience how to control vehicles during unexpected situations that can occur in real traffic. The seat time delivered by our experienced instructors not only taught teens life-saving skills, but genuinely interested most to become more enthusiastic about driving in general. Parents and coaches alike saw Tire Rack's Street Survival program morph timid or inexperienced teen

drivers into confident, prepared and aware drivers with experience on how to control their vehicles in less-than-ideal situations.

Thirty-three volunteers and in-car coaches collaborated to produce a standout and safe event. Potomac president Diane Sullenburger and past-president Mia Walsh helped bring the program to PCA and were onsite at the event, coaching and volunteering. The TRSS program was chaired by Bill D., and his enthusiasm for organization brought TRSS to the finish line for Potomac for a second year. Standouts for the volunteer team included safety chair Dirk Dekker for the airbag demo and course design captain and in-car coach Kevin Keaty. Ed Deviny was our top course volunteer making many friends both on cone duty and as course starter for the afternoon sessions. The day was a superb learning experience due to TRSS National support from Rafael Garces, who delivered years of experience in four classroom sessions, along with Jack Raymond, a seasoned chair and TRSS operator from the BMW club.

With this second annual event, TRSS is now trending to the Potomac annual roster of events. The enlightenment and education of teen drivers, especially in the tri-state area, could only be accomplished and so well executed through our Potomac volunteers and instructors. Why do we do it? The national program cites that a 16-year-old is 20% more likely to be killed in a vehicle crash than an adult. We're here to help. <https://streetsurvival.org/> Please contact [streetsurvival@pcapotomac.org](mailto:streetsurvival@pcapotomac.org) if you are interested in getting more involved with TRSS for 2023 to help repeat the success and popularity of the Street Survival national program with PCA Potomac. DV

PHOTO EXTRAS - GUESS WHO, WHERE & WHEN?



The waterproof banana gear was borrowed from Ken Larson, but who is it?



A nun in the Instructor Corps?

PHOTOS BY ALAN FRENCH AND SUSAN KIMMITT

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PROTECT **YOUR** HOMELAND

OCTOBER  
2022



# New Potomacans

## ADAM ALLEY

2019 Panamera 4 E-Hybrid  
Sport Turismo  
from Aldie

## DAVID BAER

2022 911 Carrera 4  
from Summit Point

## HILARY BARBOUR

2016 Cayman  
from Falls Church

## EELCO BOHTLINGK

2003 911 Carrera 4S  
from Fairfax

## JEFFREY CASTLE

2016 Macan S  
from Chesapeake Beach

## JEREMY CHANG

2012 911 Carrera S Cabriolet  
from Clarksburg

## KOUSHIK CHATTERJEE

2004 911 Carrera 4S Cabriolet  
from Vienna

## MICHAEL DIMATTINA

1989 911 Carrera  
from Mclean

## PRAVIN FONSEKA

2022 718 Cayman T  
from Arlington

## PHILIP GARTNER

2015 911 Carrera 4S  
from Mclean

## KNOLLIS GORDON

2021 Macan S  
from Bowie

## DON GRIGSBY

1988 911 Carrera Cabriolet  
from Frederick

## DAVID KUHTA

2018 718 Cayman GTS  
from Annapolis  
Transfer from Chesapeake

## ALEXANDER LAROSE

2018 911 Carrera T  
from St Leonard

## JOSEPH LEE

1976 912E  
from Alexandria

## JOHN LEONARD

2023 Cayenne S  
from Mclean

## DAVID LINCOLN

1999 911 Carrera  
from Leesburg

## BRYCE LIVELY

2015 Cayman S  
from Miami Beach  
Transfer from Gold Coast

## BRIAN LOBUTS

2010 911 Carrera 4S  
from Jefferson

## JAMES LOGBO

2011 911 Carrera S  
from Alexandria

## SCOTT MOERSCHBACHER

2014 911 Carrera 4S Cabriolet  
from Monrovia

## JASON MONFORT

2011 911 Turbo S Cabriolet  
from Mclean

## ERIC RIDDELL

2022 911 Carrera  
from Annandale

## TRAVIS ROACH

2009 911 Turbo  
from Alexandria

## JAVIER RODRIGUEZ

2023 911 Carrera  
from Vienna

## CHARAY SHAW

2014 Cayenne Turbo S  
from Washington

## SHAWN SHERIDAN

2017 Macan GTS  
from Ashburn

## CHRISTOPHER SUH

2017 911 Carrera 4  
from Annandale

## JOSE SUROS

1961 356  
from Washington

## JOHN WANG

2014 Cayman S  
from Falls Church

## JORDAN WILEY

2012 Cayman  
from Lewisberry  
Transfer from Central PA

## JAY ZAIDI

2001 911 Carrera  
from Reston

NEW MEMBERS = 32



# PCA Potomac Anniversaries

NOVEMBER  
2022

## 50 YEARS

Lionel & Karen N. Allard

## 45 YEARS

Juergen & Patricia Anne Hauber  
Norman Wood & Carolyn Zollar

## 40 YEARS

Ralph & Travis Skeel

## 35 YEARS

Jason & Tatiana Scott

## 20 YEARS

Apostolis & Jackie Ventouris  
William Allerton

## 15 YEARS

Edward & Joan Gaulrapp  
Steve & Ann Mitchell  
Joseph Baehr  
Richard McAlonan  
Joseph Yoon

## 10 YEARS

Christoph & Christine Kunkel  
Reginald Laurent  
Charles Nimick & Kelly Pamornstit

## 5 YEARS

James McLeish  
Ronny Chan & Kira Lu  
Dylan French  
Karl & Keith Homza  
Jerry Jurasits  
Michael & Jonathan Eaton  
Scott Holden  
Bruce Caswell  
Cedric Holley  
Harold & Linda Metcalf

## 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](http://pcapotomac.org) for submission instructions, the latest edition, 50+ years of archived DV, and more!

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# Remembering Harleigh Ewell

1938 - 2022

BY DIRK DEKKER

Harleigh Ewell joined PCA in September 1971. He will be missed by so many of the membership for his humor and his involvement in PCA Potomac, including many years of instructing and assisting in various Club activities until he hung his helmet up just four years ago at age 80.

Harleigh was born in Chicago and eventually moved to Atlanta. Harleigh graduated with a degree in engineering, and then changed careers, graduating from Georgetown University Law School. He worked in private practice before joining the Consumer Product Safety Commission, where he was involved in several major consumer safety regulations now in force protecting the public. He treasured a button from the 1963 March on Washington where Martin Luther King gave his famous speech.

Harleigh participated in many aspects of PCA Potomac, racing initially in a 914/6, and doing DEs at Summit Point,

Watkins Glen, Mid-Ohio and Daytona, in various Porsche models before his last Cayman R that he used in DEs. A prior 968 that he Club Raced and drove in DEs will be remembered by many. He assisted with the earlier Der Vorgänger, with the arduous mailing by hand in the 1970s before computerization. Many older members will remember him from those tracks, always ready to help and instruct other drivers, recognizing his quiet sense of humor whilst he changed tires or joined a group for dinner. He will be sorely missed by many.

Harleigh was also an avid and accomplished sailor enjoying the Chesapeake Bay and its rivers often with his family and friends.

Harleigh is survived by his wife of 40 years, Kathleen Ratino Ewell, his daughter Constance Ewell Norona, sister-in-law Nanne and many close family members to whom the PCA Potomac community sends its sincerest condolences. DV





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To join the PCA, visit [pca.org/user/join/membership](http://pca.org/user/join/membership)

