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DER VORGÄNGER

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PUBLISHER

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

CO-EDITORS

Glenn Cowan
Alan French
dveditor@pcapotomac.org

PHOTO & COPY EDITOR

Mia Walsh

CONTRIBUTING WRITERS

Sydney Butler, Tom Neel, Alan French

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INSIDE BACK COVER

Fuel for Thought
BY TOM NEEL



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Alan French

Who Owns The Calf?

One of the oldest jokes ever recorded is from 1200BC Sumeria, and it goes like this:

Three ox drivers from Adab were thirsty; one owned the ox, the other owned the cow and the other owned the wagon's load. The owner of the ox refused to get water because he feared his ox would be eaten by a lion; the owner of the cow refused because he thought his cow might wander off into the desert; the owner of the wagon refused because he feared his load would be stolen.

So they all went.

In their absence, the ox made love to the cow, which gave birth to a calf, which ate the wagon's load.

Problem: who owns the calf?

Answering a question of ownership can take us down a rabbit hole of legal, scientific, political and philosophical arguments. But just for kicks, let's

explore who owns the Porsche(s) you drive?

Ownership is more than possession. It implies responsibility. Legally, ownership seems simple: if you're the only name on the title, the car is yours. But what if you are "named", with primary ownership rights given to a lessor or financial institution, does that change your attitude to your Porsche?

I once enjoyed a love-hate relationship with an Aston Martin V8 Vantage. In meeting with other owners, I encountered a strongly held belief that nobody "owned" an Aston, that we were purely "custodians" with a duty of care for a piece of engineering art.

While not articulated in the same way, I do see the same principle guiding club members' behaviors toward their Porsches, namely love, care and attention to something that has beauty,

personality and soul. A Porsche is arguably very close to fulfilling the seven characteristics of a living organism, with just "reproduction" a little on the tenuous side.

A difference with the other marque however, is our plural attitude to cars and their custodians. We care about our own Porsches, as well as those of other club members. Just observe what happens when someone needs a detailing tool at a Concours, or help changing brake pads at an HPDE. We all care, and if we can, jump right in to restore both the life force of the Porsche, and the excitement of ownership to our fellow club members.

This edition of **DER VORGÄNGER** is full of images and commentary on our collective Porsche car collection, and the fun members shared together last month.

Perhaps we are what we drive, more than what we own. **DV**



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Sharing our Passion

For introverts like me, the words “Porsche” and “Club” can be intimidating. Despite Porsche’s humble beginnings in 1948, when Ferdinand Porsche created the brand—producing 52 356s a year later in Gmünd, Austria—it has become renowned as a luxury and high-performance marque. Although “Club” is defined as “an organization dedicated to a particular interest or activity,” by its nature, certain people belong and certain people don’t. While some, including myself as a new member back in 2009, might expect the Porsche Club to be a cliquish group that scoffs at cars below a six- or seven-figure price tag, the opposite is true.

Porsche Club membership is not only for those who can afford the most expensive cars; it is open to anyone who owns a Porsche, whether it’s a rusty barn find, a well-loved car that’s been rebuilt

many times (cough 944 cough), or one of those 356s now worth upwards of \$5M. Popular club activities like Drivers’ Education (DE), Rally, Autocross, and the Tire Rack Street Survival Teen Driving School welcome all marques.

For the Women’s High Performance Driving Clinic in October, I loaned my 911 to my friend, Laura Sharkey. “Upon arrival I couldn’t take two steps without someone saying ‘hello’ or ‘good morning,’” Laura remarked. “I was welcomed by Lauren Tilton, who happened to be my instructor’s wife. She told me about her journey into DEs and immediately made me feel more relaxed and comfortable,” Laura added.

Laura’s wife Erica noted, “I expected the event to be overwhelming and intimidating, but the opposite was true. Everyone was unbelievably

friendly, and we felt welcome from the first minute. Whether new or experienced, everyone was supportive and cheered each other on, and by the end of the day we felt like we’d made a lot of new friends.” Even before the day was done, Laura and Erica began asking people to suggest a good track car. Boxster, anyone?

It should make us all extremely proud that PCA Potomac has a reputation for being, above all else, a group of friendly and warm people who love their Porsches and who are excited to share their passion with others. #PCAPotomacProud. DV



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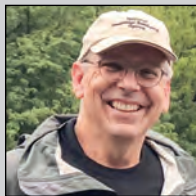
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president@pcapotomac.org



VICE PRESIDENT

David Dean
vicepresident@pcapotomac.org



TREASURER

Stephen Kiraly
treasurer@pcapotomac.org



SECRETARY

Steve Bobbitt
secretary@pcapotomac.org



PAST PRESIDENT

Mia Walsh
pastpresident@pcapotomac.org

PROGRAM LEADERSHIP & VOLUNTEERS

AUTOCROSS

Jeff Braun & Bill Conley
autocross@pcapotomac.org

CLUB RACE

Pat Kaunitz & Donna Amico
clubrace@pcapotomac.org

COMMUNITY SERVICE

OPEN
communityservice@pcapotomac.org

Teen Driving School

Bill Dooley & Jeff Sander
streetsurvival@pcapotomac.org

CONCOURS

Gary Sidell & John Klish
concours@pcapotomac.org

DRIVE & DINE

Glenn Havinoviski
& Alan French
driveanddine@pcapotomac.org

DRIVERS' EDUCATION

Chairs

Bob Mulligan & Susan Kimmitt
dechair@pcapotomac.org

Cashier

Roger McLeod, Jr.
decashier@pcapotomac.org

Chief instructors

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

Instructor Development

Jay Smith
jaysmith@pcapotomac.org

New Driver Ambassador

Michael Kaunitz & Jim Musgrave
driverambassador@pcapotomac.org

PorscheFest Coordinator

Michael Kaunitz
mkaunitz@pcapotomac.org

Registrars

Chris Mantzuranis,
Henrik Ojikutu & David Evans
deregistrar@pcapotomac.org

Tech Inspection

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

Track Coordinator

Jay Smith
trackrentals@pcapotomac.org

Track Registrar

Lara Peirce
trackregistrar@pcapotomac.org

Track Stewards

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

Women's HPDC

Colleen Reiche
colleen.reiche@pcapotomac.org

HISTORIANS

George Whitmore
& Fred Phelps
historian@pcapotomac.org

LEGAL OFFICER

Gary Sidell
legal@pcapotomac.org

MEMBERSHIP

Ed Hahn
membership@pcapotomac.org

RALLY

Craig & Linda Davidson
rally@pcapotomac.org

SAFETY

Dirk Dekker
safety@pcapotomac.org

SOCIAL

Graham Mansill & Beth White
social@pcapotomac.org

SOCIAL MEDIA COORDINATOR

Bill Schwinn
socialmedia@pcapotomac.org

SPONSORSHIPS

Bob Simmons
sponsor@pcapotomac.org

VOLUNTEER COORDINATOR

Ed Strawderman
volunteers@pcapotomac.org

WEBMASTERS

Ron Flax & Ken Harwood
webmaster@pcapotomac.org

DER VORGÄNGER

Co-Editors

Glenn Cowan & Alan French
dvpublisher@pcapotomac.org

Advertising

Alan French
advertising@pcapotomac.org

Photo & Copy Editor

Mia Walsh
mia@pcapotomac.org

ZONE 2 REP

Rose Ann Novotnak
zone2rep@pcapotomac.org

NATIONAL SAFETY

Dan Dazzo
safety@pca.org



2021 CALENDAR OF EVENTS

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

NOVEMBER

7

Virginia Fall Drive
Marshall, VA

13

Autocross Committee Day
tbd

21

Morais Vineyard Drive
Bealeton, VA

DECEMBER

4

Annual Membership Meeting
& Election
Venue tba

Holiday Drive
Antietam/ Bull Run, VA

11

Holiday Party
Clyde's, Chevy Chase, MD

CLUB Announcements

CONGRATULATIONS

Harleigh & Kathleen Ewell and brothers John & Richard Altmann on 50 years of membership!

THANK YOU

Thanks to everyone that contributed to our Fill the Frunk event at the Fall Picnic. We dropped off 4 Cayenne loads of food at a local women's shelter!

At the upcoming Holiday Party on December 11th, we'll hold a collection for a local Toys for Tots campaign. Please help us support this wonderful charity!

POTOMAC PROGRAM CHAIRS NEEDED

The Executive Committee is actively seeking Community Service and Rally Chairs effective immediately. If you would like to volunteer for these roles, please contact Diane Sullenberger at president@pcapotomac.org.

POTOMAC HOLIDAY PARTY

Join us on Saturday, December 11, 2021, from 6 p.m. at Clyde's of Chevy Chase in the Race Bar (lower level), home to a 1957 Jaguar XKSS, a 1925 3-wheeled Morgan, and a 1937 Hillegas midget race car, and a vast collection of auto and race art and model cars.

\$25 - Includes Hors d'Oeuvres. Cash Bar. Don't wait!

Sign up msreg.com/holidayparty2021.

POTOMAC MONTHLY LUNCHES & BRUNCHES

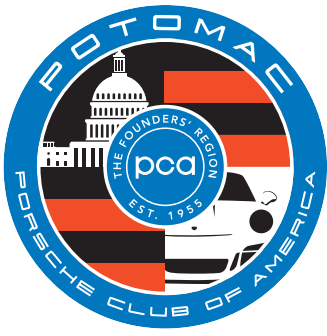
Potomac breakfasts and brunches are an excellent way to (a) have a tasty meal, and (b) make new Porsche friends or renew old friendships. Meetings are low-key with no agenda.

Virginia

First Saturday of each month, 11:30am
City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

Maryland

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



Potomac Program Highlights

AUTOCROSS



All those who thought you couldn't hustle a Cayenne through a set of cones.. WRONG!
Dusan V. shows us how to win the S1 class in his 2011 Cayenne with manual transmission (yes, really!)

AX 6+7=2 Autocrosses into 1 September

Washington Circuit, Summit Point, WV.

STORY BY BILL CONLEY, AUTOCROSS CO-CHAIR

PHOTOS BY WALEED EL-MAHALAWY AND ALAN FRENCH

Autocross had a busy, but awesome, September. As the summer sun dissipated into cool mornings and beautiful afternoons, the season heated up. Autocross season scoring allows each driver to discard their lowest two events. With three events to go, the season's standings were really starting to matter. Two of these final events occurred over the last month. The weather and comradery at both events were both outstanding. The Autocross team has really found its groove. Several drivers who started this season are increasingly taking leadership roles at each event. As drivers pulled into

the familiar paddock, registration and tech inspections ran seamlessly.

To make the competition for season standings even harder, our course designers have found new pavement to explore in the Washington Circuit at Summit Point. The resulting turns are allowing cars to reach near liftoff. In fact, earning the coveted FTD (fastest time of the day) almost requires driving on three wheels!



Danny K. (right) leads the course walk in his signature hat, rumoured to have special aero devices that generate extra downforce in the slower turns

Danny K. continues to perform at the highest level - he's also now doing the novice course walk to teach the largest group of new drivers how to drive even faster through the course.

The S5 class has several rookie drivers that are already contending for rankings. Trey H. has regularly captured great photos on course this season as a rookie; additionally, you'll now see him appearing in the #2 and #3 spot in the S5 class at the last two events. Alexi V. also made her top finish in the S5 class in AX#6 with an impressive 5th place finish in a highly competitive class. **DV**



Gulf Orange wasn't enough to camouflage the cone pickup, but Chris N. still drove his GT4 unicorn to an impressive P5 class win



Damon L. demonstrates a snowboarding technique for right-hand turns that won him 2nd place in the I Class at AX#6

Autocross #6 Results

September 4th, 2021

Washington Circuit, Summit Point, WV

Fastest Times of Day

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	G	Alejandro	A	Acura NSX Red	55.159
2	G	Lenworth	W	Mazda RX-8 Purple	55.266
3	I	David	C	Porsche 993 Blue	55.994

Class Winners

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	I	David	C	Porsche 993 Blue	55.994
2	I	Damon	L	Porsche Cayman Arctic Silver	58.378
3	I	Marcus	F	Porsche Cayman RS Lapis Blue	59.055
1	M	Steve	B	Porsche Cayman S Carrera White	56.18
2	M	David	S	Porsche 924S Black	60.222
3	M	Chris	L	Porsche 928 S4	65.028
1	P1	Brooks	H	Porsche 911T Tangerine	58.016
2	P1	Steve	V	Porsche 911SC Brown	64.196
1	P2	Graham	M	Porsche Boxster S Silver	61.961
1	P3	Jeffrey	B	Porsche Cayman S Cobalt Blue	58.104
2	P3	Christopher	M	Porsche 997 Carrera Midnight Blue	60.07
3	P3	Jeff	G	Porsche Cayman S Blue	60.556
1	P5	Chris	N	Porsche Cayman GT4 Gulf Orange	57.584
2	P5	Roland	P	Porsche GT4	59.844
3	P5	Aser	B	Porsche 911 Carrera 4S Black	62.969
1	S1	Dusan	V	Porsche Cayenne Dark blue	66.847
2	S1	Daniel	S	Porsche 911 SC	70.267
1	S2	Percy	W	Porsche 944S2 Cabriolet Red	69.256
1	S3	John	B	Porsche 997 Carrera Black	57.766
2	S3	George	E	Porsche Cayman White	64.327
3	S3	Michael	P	Porsche Boxster Agate Gray	66.812
1	S4	Eric	C	Porsche Cayman S Yellow	56.641
2	S4	Rafael	G	Porsche Boxster S Red	57.213
3	S4	Kevin	K	Porsche Cayman S Black	57.825
1	S5	Gary	B	Porsche GT4 Blue	57.102
2	S5	Trey	H	Porsche 911 GTS Chalk	57.942
3	S5	Scott	B	Porsche GT3 Touring Carmine Red	59.335

AUTOCROSS



Daniel S. in his very clean 911SC took second spot in the S1 Class at AX#6

The 2021 Autocross Season Heats Up as the Temperatures Drop



Mellisa A. kissing a cone in the Alfa



BeatMaster Bobbitt cues up the bangin' tunes during the course walk, while diligently programming and checking driver's names on the timing computer



Steve V. launches at the first right-hander in his beautiful '83 911SC (P1 Class)



Michael P. on course with Instructor in his Boxster (S3 Class)



Greg H. in the Mini Cooper, "I'm just running to the store real quick. The Porsche's in the shop, don't worry, I'll be back soon."



Heads drop as Principal Braun (left) threatens Drivers with detention unless the cone comedians identify themselves immediately

Autocross #7 Results

September 25th, 2021

Washington Circuit, Summit Point, WV

Fastest Times of Day

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	G	Danny	K	Toyota Supra	62.447
2	G	Umur	S	Rutgers Formula Racing SAE	63.612
3	G	Howard	L	Lotus Exige S240	64.136

Class Winners

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	I	David	C	Porsche 993	64.553
2	I	Marcus	F	Porsche Cayman RS	67.983
3	I	Robert	S	Porsche Boxster S	69.814
1	M	Steve	B	Porsche Cayman S Carrera White	64.633
1	P1	Steve	V	Porsche 911SC	75.053
1	P3	Jeffrey	B	Porsche Cayman S	65.028
2	P3	Christopher	M	Porsche 997 Carrera	58.016
3	P3	Duyane	N	Porsche 996	64.196
1	P4	Steve	F	Porsche 997 Carrera S	61.961
1	P5	Chris	N	Porsche Cayman GT4	58.104
2	P5	Roland	P	Porsche GT4	60.07
1	S1	Dusan	V	Porsche Cayenne	60.556
2	S1	Mike	C	Porsche 356	57.584
1	S2	Oliver	S	Porsche Boxster	77.016
2	S2	Ryan	R	Porsche Boxster	78.309
1	S3	John	B	Porsche 997 Carrera	66.30
2	S3	Michael	P	Porsche Boxster	77.183
3	S3	Johan	N	Porsche Cayman	79.547
4	S3	Michael	T	Porsche Boxster	81.952
1	S4	Rafael	G	Porsche Boxster S	65.552
2	S4	Eric	C	Porsche Cayman S	67.939
3	S4	William	C	Porsche Boxster S	68.573
4	S4	Patrick	C	Porsche Boxster S	68.89
1	S5	Gary	B	Porsche GT4	64.387
2	S5	Tessa	H	Porsche GT4	65.672
3	S5	Trey	H	Porsche 911 GTS	67.091
4	S5	Scott	B	Porsche GT3 Touring	67.229

Potomac Autocross Standings

As of October 1, 2021

Overall Standings

Rank	Class	First Name	Last Initial	AX1	AX2	AX3	AX4	AX5	AX6	AX7	Total Points w/ drops
1	P3	Jeffrey	B	9	12	12	12	12	12	12	72
2	S3	John	B	12	9	12	12	12	12	12	72
3	S4	Rafael	G	12		12	9	9	9	12	63

Class Standings

Rank	Class	First Name	Last Initial	AX1	AX2	AX3	AX4	AX5	AX6	AX7	Total Points w/ drops
1	I	David	C	12		12	12		12	12	60
2	I	Marcus	F	9	12	9	9	12	7	9	60
3	I	Mike	F	1	7	3	5	9	1	3	28
1	P1	Steve	V		12	12	9		9	12	54
1	P2	Graham	M	12	12		9	9	12		54
1	P3	Jeffrey	B	9	12	12	12	12	12	12	72
2	P3	Chris	M	3	1	7	7	9	9	9	44
3	P3	Jeff	G	5	7	5	9	7	7	3	40
4	P3	Phong	N		1	1		5	5	5	17
1	S3	John	B	12	9	12	12	12	12	12	72
2	S3	George	E	9	7		5	5	9		35
3	S3	Johan	N	7	1	3	1	3	1	7	22
1	S4	Rafael	G	12		12	9	9	9	12	63
2	S4	Kevin	K	9	12	7	12	12	7		59
3	S4	Eric	C	7	9	9			12	9	46
4	S4	Patrick	C			3	5	1	5	5	19
5	S4	Bill	C	1	5	1	1	1		7	16
6	S4	John	L		1		1	1	1	3	7
7	S4	Larry	M	1	1	1	1	1	1	1	6
8	S4	Beth	W	1	1	1		1		1	5
1	S5	Michael	T	12	12	12	12	12			60
2	S5	Gary	B	9	9	9	5	5	12	12	56
3	S5	Tessa	H	7	1	5	7	9	5	9	42
4	S5	Bill	S	1	1	7	9			3	21
5	S5	Trey	H	1	1	1	1	1	9	7	20
6	S5	Alexis	V	1	1	1	1		3	1	7
7	S5	Vince	V	1	1	1	1	1	1	1	6

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PORSCHE CLUB OF AMERICA

CLUB RACE



Green Group Sprint 1 Start: The grid approaches Turn 10

PCA Potomac “ROCKS THE SUMMIT” for the 30th Annual Club Race at Summit Point, WV.

STORY BY DONNA AMICO, CLUB RACE CHAIR
PHOTOS BY KEN HILLS, ERIC TREXLER, MICHAEL TREXLER
AND MIA WALSH

PCA Club Racers from all over the northeast and a few points beyond descended on Summit Point Motorsports Park September 17th – 19th to participate in our “Rock the Summit” club race and celebrate the 30th race organized by PCA Potomac. About one-third of the 132 racers were PCA Potomac members, and many of our members took home podium trophies or national awards.

The Racing

The race weekend starts with practice sessions, qualifying, and practice starts/fun races on Friday. Friday is an important day for rookie racers, as finishing Friday completes the racing school requirements for rookies to earn their PCA race licenses. Two PCA Potomac members, Colleen and Sean Reiche, got their licenses on Friday. Sean and Colleen share a car, so Sean went on to race in the Sprint races on Saturday while Colleen raced

in the 90-minute Enduro on Sunday. Maybe a second Porsche race car is in their future?

On Saturday, each of four groups had two 30-minute Sprint races. For three of the groups, trophies were awarded to 1st, 2nd, and 3rd places based on the average results of the 2 races. PCA Potomac members taking home 1st place trophies included Patrick James in SPC, Evan Close in 911Cup, Robbie Wilson in SP2, Ryan Magrab in H, Bob Mulligan in GTC1, Stuart Fain in GTA2, Mike Levitas in GTA3, and Brian Walsh in GTB3. Second places went to Dwayne Moses in 911Cup, Hunt McMahon in SPB, and Terrence Judge in H. Potomac members taking home third place trophies were Steve Wilson in SP3, Scott Bresnahan in 911Cup, Michael Kaunitz in H, Chip Tsantes in GTC4, and Holder Trumbo in GTC6.

The Summit Point race featured a Vintage Group for air-cooled Porsches from model years up to 1989. The Vintage Group was the brainchild of Potomac member Fred Pfeiffer, and the inaugural Vintage Group race was held at Summit Point in 2018. Thirty-six cars participated in Vintage Group races, with fourteen of these driven by PCA Potomac members. Vintage Group had two Sprint races on Saturday and a 3rd Sprint race on Sunday; the Vintage awards were based on the results of all three races. Podium places were earned by Wade Herren (1st in V4U), David Dean (2nd in VO), Dean Drewyer (2nd in VU), and Scott Krueger (3rd in VU).

Finally, the weekend wrapped up with 90-minute "Enduro" races. Participants must stop in the pits for five minutes during the race and most of them need to refuel during that stop, which can be interesting to watch. Potomac region standouts in the Enduro races were several familiar names from the Sprint races: Ryan Magrab, Evan Close, Terrence Judge, and Chip Tsantes, plus Joseph Cudby, who finished 3rd in SPC.



Kenny Kong releases cars from the grid



Fred Pfeiffer, #59 914, leads a group of Vintage Racers into the Esses



Colleen prepares to jump into "Sparkles" for the 90-minute Enduro



Vintage group traffic jam going into Turn 1

CLUB RACE



Colleen Reiche takes a practice start (#81 black Cayman). Others in photo are Michael Kaunitz (#901) and Bob Mulligan (#15)

Sometimes, It Takes a Village....

Michael Kaunitz, Potomac racer and husband of Pat, the Race Chair, had a little extra drama on Friday afternoon when he landed on a tire wall. It looked as though he'd be done for the weekend, but no! As soon as the car was brought back to the paddock, his friends and fellow racers started taking things apart and assessing the damage. Mike Levitas (TPC Racing) looked for suspension damage, and as it so happened, Derrick and Jack Ford (Euro Pros Collision Center) had arrived as our sponsors for the Volunteer Dinner on Friday night. Well, Jack and Derrick were honored at the dinner in their absence, because they were busy collecting parts, making templates, and eventually welding in the paddock to get Michael back on the track. And he did get back — he finished both Sprint races on Saturday, earning a 3rd place trophy and a Worker's Choice award from the Corner Workers.

Racers Give Back to the Community

The PCA Potomac Club Race has a Charity Partner every year, and again this year it was the Erin Levitas Foundation (ELF). ELF seeks to prevent sexual assault through early education and intervention. ELF was founded by Mike Levitas, owner of TPC Racing/DSC Sport, after the loss of his daughter in 2016. It was founded to fund and continue the work she hoped to accomplish to reduce sexual harassment, stop sexual assault, and support survivors of sexual assault. This year, Charity Laps were available on Saturday during the race weekend, and an online Silent Auction was held in conjunction with the race. Numerous people in the racing community donated experiences, collector's items, racing gear, and lifestyle items to raise funds for ELF through the auction. This year, another \$33,018 was raised for ELF, bringing the 4-year total for this partnership to over \$110,000.



Bob Mulligan in his 964 Euro Cup car - check out the Stuttgart license plate!



Wende Levitas and Marissa Jachmann in the ELF tent

Potomac Region's 30 Annual Races Started with that First Race in 1992

The PCA Potomac Club Race is the oldest continuously held race on the annual PCA National race calendar. Many of you probably don't know that Potomac Region is the spiritual "home" of PCA Club Racing, as it was originally conceived by PCA Potomac member, Alan Friedman. After a few years in California, Alan moved back to Potomac this year and raced in our Vintage Group. He was also on hand for the Saturday Dinner and reminisced about the origins of PCA Club Racing.

In 1989, Alan pitched the idea of a club racing program, and that launched two years of study. The concept was presented to the National PCA Meeting at the Boston Parade in 1991, and a series of four races were launched in 1992. The program focused on fun, camaraderie, and clean racing. Consistency across race weekends was provided by a standard schedule and National officials for stewards, timing, and tech; in this way, a racer could go to any PCA club race across the country and know what to expect.

Alan spoke of going to Bill Scott, then owner of Summit Point, in 1992 with Jim Loftis, the first PCA Potomac Club Race Chair, to see if Bill would be comfortable hosting that first race. They were a little apprehensive, but Bill was all-in from the beginning; he said it was a "no-brainer." That was the beginning of 30 continuous years of annual races, and there's no end in sight.



Tony Pagonis (#159) shows his appreciation for the corner workers

A Special Thank-You

For the last 3 years, PCA Potomac has been fortunate to have Pat Kaunitz as Club Race Chair. Her creativity and exuberance have made the whole weekend extra-special and a "destination race" for many racers, who enjoy the social atmosphere as well as the racing. Many, many thanks! Pat, you've been an inspirational leader and a joy to work with for so many of us. DV



Pat Kaunitz (top row, center) and her race committee

CONCOURS



Three winners, left to right: Donna Brandt's green soft Targa, Bob Williams' yellow 930 Outlaw, and Wayne Welsh's red 930 Slant Nose

37th Annual Deutsche Marque Concours d'Élégance

STORY BY GARY SIDELL, CONCOURS CHAIR
PHOTOS BY STEVE GRUMBACH AND MIA WALSH

On September 19, 2021, the 37th Deutsche Marque Concours d'Élégance, our premier concours event of the year, was held for the first time at Occoquan Regional Park in Occoquan, Virginia. As the first joint concours, with BMW and Mercedes since Covid restrictions were modified, we welcomed nearly 50 cars to be both judged and on display. With models ranging from 356's up to a 2021 Heritage Edition Targa, and everything in between, there was a great display of spectacularly clean and impressive cars on an equally spectacular day of sunshine and minimal humidity.

Dr. John Klish, the Concours Vice-Chair, and I wish to extend our sincere thanks to the Judges who graciously agreed to spend several hours "working" at judging 11 categories of cars, as detailed below. Lead by Steve Mackeller, our head judge, Donna Brandt, Adam Kessler, John Klish, Scott Santos, Paul Vessels and Steve Wood, spent many hours speaking with each

owner while evaluating their cars. Difficult decisions were made differentiating minimal distinctions in cars that were likely cleaner than when they rolled off the production line.

At the conclusion of the judging, the following awards were presented at the post-concours reception:

Grand Awards

Best of Marque:

George Mrad (yellow 993 Turbo)

Chairman's Award:

Donna Brandt (green 1968 soft window Targa)

Most Significant Porsche:

Wayne Welsh (red 1988 930 slant nose)

Best Design:

Bob Williams (Ferrari yellow 1976 930/Outlaw)

Best in Class Awards

356 Class:

Pete Russell (silver 1956 356B notchback)

Early air-cooled 911, 912 (1964-1976):

Donna Brandt (green 1968 soft window 911 Targa)

914 Class:

Gary Sidell (blue 1975 914)

Mid air-cooled 911 (1977-1989):

Wayne Welsh (red 1988 930 slant nose)

Late air-cooled 911 (1990-1998):

George Mrad (yellow 1997 993 turbo)

Modern 911 (1999-2011):

Ken Schiro (black 2006 997 Carrera S)

Current 911 (2012-current):

John Hawley (chalk 2018 GT3)

924, 928, 944, 968 Class:

George Mrad (red 1994 928 GTS)

Boxster/Cayman Class:

Christopher Rollins (2014 981 Cayman S)

Modern Production Class (Cayenne/Macan/Panam/Taycan):

Rob Manka (sapphire blue Macan S)

Outlaw Class:

Bob Williams (yellow 1973 930 RSR re-creation)

We look forward to an even bigger concours next May for the 38th Deutsche Marque with comparable weather and hope to see you and your spotless cars there! **DV**



Best of Marque: George Mrad's 993 Turbo and Gold Provenance



Pete Russell with his award winning 1956 356B notchback



Occoquan Park hosted some rare and beautiful 356's



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DRIVE AND DINE



Cue the theme from Top Gun..

Jets and Lighthouses Tour

August 28–29th, 2021

STORY BY GLENN HAVINOVSKI, DRIVE & DINE CHAIR
PHOTOS BY GLENN HAVINOVSKI

With plenty of other overnight trips on the D&D agenda this year, we nevertheless hosted 33 cars and over 65 people for a memorable event. Although in 2020 we did manage a pair of day drives to the Patuxent Naval Air Station, this was the first time in two years we were able to combine it with an overnight stay in Solomons and a lighthouse visit! Starting out early Saturday morning from Baysox Stadium in Bowie, we were able to tightly manage two drive groups on the scenic back roads headed to the PAX Museum. Once there, Melanie Fitzgerald and her volunteers opened the flight line to our group, where the drivers could park their Porsches next to their favorite naval fighter planes (more of them than ever). This year, the flight simulators reopened to the public, and we were able to capture two hours of flight time on two simulators, with 10 minutes each per person. 24 lucky people were able to sign up for a glorious F14 Tomcat flight simulation.

We stumbled into one of the more rollicking moments of the weekend on the ashes of lunch plans that went awry when our original lunch location told us they would not be able to open for us till later. With people hungry and thirsty, our

veteran D&Der Steven Pera recommended a legendary Tiki Bar on Solomons Island. Normally a place that serves many hundreds on hot summer nights, we found the restaurant open, and while they may have not expected the line of Porsches parking next to the restaurant and across the street, they swung into action, as we took over the legendary bar and a line of tables in the back area and enjoyed their famous drinks and great food. A casual authentic local experience that left many a smile on Potomacan faces, including the event chair that saw victory snatched from the claws of potential disaster.

In the afternoon, our participants relaxed at the Holiday Inn Solomons (either at the pool, taking a walk to the Calvert Marine Museum, or staking out the outside bar complete with an authentic Yacht Rock-era bartender). We would head out to The Pier for dinner and drinks around 6:30. Enjoying a fabulous room in back overlooking the tidal Patuxent River and the sunset, everyone enjoyed both good drinks and fantastic seafood (shout out to the unbelievable crab cakes). Even after all this, many people managed to get to the hotel bar for a nightcap.



Red, white and blue cocktails hit the spot

On Sunday morning, after participants relaxed with a breakfast buffet, we headed to the Cove Point Lighthouse, where the management had agreed to open up an hour early so we could have dibs on all the parking spaces! For the first time in the history of our lighthouse trips, we were spared rain, and many nice pictures were taken.

As they say in Animal House, "nothing is over until we say it's over", and about 12 stragglers decided to pay a visit to a small



One of these really does fly

off-the-beaten-path Cove Point winery nearby. Prices for tastings (\$20 for 2 people) seemed as though they were from yesteryear, and the stragglers enjoyed the small, intimate, low-key setting. At last it was afternoon and we were ready to head home.

This trip proved an appealing combination of well-planned activities and unexpected, but pleasant surprises. DV



The Cove Point Lighthouse, a beautifully restored and active lighthouse and keeper's home sits on one of the narrowest parts of the Chesapeake Bay. The Keeper's house can be rented as a vacation home, and sleeps up to 16 guests. I guess some slept under the stars on this occasion..

DRIVE AND DINE



Driving across the Gathright Dam is an exercise in just how slow you can go. Vehicles are not permitted to stop on the dam, even to take a quick photo. Cameras and loudspeakers manned by the Army Corps of Engineers may, on one occasion, have been activated during a recce for this tour

Let's Twist Again, Like we Did Last Summer

New Members Join Virginia Highlands Tour II

STORY BY ALAN FRENCH

PHOTOS BY KEN FENG, RAJIV KHANDPUR, DORY THOMAS

We decided to add another Virginia Highlands Tour in 2021, to try and meet demand, but also to offer some places to new Potomac members. The plan worked and we were able to fill another tour to capacity with two-thirds of the places being taken by members who had not done one of our Potomac Drive & Dine Tours before.

The additional tour was scheduled for early Fall, with welcome cooler temperatures for some. Although the weather forecast threatened rain for the whole weekend, we escaped it all.

Our journey started in Manassas on September 17th, with the Rocktown Kitchen in Harrisonburg as the first stop. We had a rotating group of experienced leads and sweepers in Steve Kaye and Dory Thomas, LeRoy and Marilyn Mills, and Steven and Lonnie Pera.

I also want to thank my amazing wife, Sarah, who again baked special cookies for everyone on tour. Not only does she make my world happier and more interesting, she's a cool headed navigator that doesn't get sick in the twisties!

We had an interesting mix of people and Porsches. We even had the Speck family from Bedford, PA, with their bright yellow 914, and red Boxster!

The routes were as wonderful to drive as on the summer tour, although fewer locals at the Lake meant we could establish our presence a little more confidently. On the same weekend, the Homestead Resort was hosting both a Cessna aircraft convention, and a motorcycle convention. Our tour of the Ingalls Field airport included a rare photo opportunity, parking among 50+ Cessna's, including a couple of Citations. The motorcycles had an escort from the County Sheriffs while out on the roads.. I think we prefer some independence and a lower profile!

As usual, the Bluegrass band, Southern Rail Express, got folks singing and dancing in the hotel courtyard during our buffet dinner, setting up a late night of chat, smack-talk and laughter.

We may continue to schedule a summer and fall Virginia Highlands Tour if demand remains high. **DV**



Mr & Mrs Banks from Leesburg get snapped by the Porscherazzi outside the lunch spot



The chat, smack-talk and laughter after dinner was most amusing



The road through the Goshen Pass is a stunning part of the Tour



Guests desperate for shade perhaps? Caught short of a bathroom? Much of the Highlands Tour routes take us through areas with no cell phone or GPS signals. This tree by the Gathright Dam and Lake Moomaw is the center point of a circle, around 10ft in diameter, in which you can get reasonable coverage on two networks.



Now that's a sight you don't see in your mirrors very often. Unless you're on tour with us of course!



Steven and Lonnie cut a rug on the pea gravel

SEPTEMBER
2021



New Potomacans

DOUG BERIDON

2018 911 Carrera Cabriolet
from Washington

BENJAMIN BIXLER

1999 911 Carrera Cabriolet from
Dumfries

BRADLEY BOYER

2007 Boxster
from Bristow

EDWARD BOZEMAN

2007 911 Turbo
from Gaithersburg

DAVID BROOME

1997 911 Carrera 4 Cabriolet
from Great Falls

ENRIQUE CANAS

2012 911 Carrera S
from Fairfax

BRAD COHEN

2017 911 Targa 4 GTS
from Potomac

ANDREW FELDMAN

2002 Boxster
from Washington

MARK HARRIS

2021 911 Carrera 4
from Alexandria

KEVIN HENDERSON

2019 911 GT3 RS
from McLean

HEIKO HESSE

2009 911 Carrera Cabriolet
from Washington

JOHN GORDON

1983 911 SC
from Falls Church
transfer from Hurricane

ROBERTO JAKSIC

2010 Cayman
from Silver Spring

GULZODA KHAMROKULOVA

2021 Cayenne Coupe
from Annandale

SRINIVAS KOSARAJU

1998 Boxster
from Ashburn

JIM LAFLAMME

2004 911 Carrera 4S Cabriolet
from Fairfax Station

JOUNG LEE

2017 718 Boxster S
from Ashburn

CHRISTINE LOFY

2018 911 Carrera GTS
from Alexandria

STEPHEN MANN

2009 911 GT2
from Alexandria

KEVIN O'CONNOR

2003 911 Carrera
from Sterling

NELSON PEREZ

2000 911 Carrera 4
from Washington

ROSS PILOTTE

2022 Taycan
from Chantilly

ANDREW RASZEWSKI

2015 Cayman GTS
from Alexandria

ALVARO SANMARTIN BAEZ

2017 Macan
from Washington

TOM SAURO

2016 Cayman S
from Leesburg

JEFFREY SHERMAN

2006 Boxster
from Dunkirk

WILLIAM SIMKINS

2019 911 Carrera T
from Ashburn

MIKE SMITH

1995 911 Carrera 4
from Gaithersburg

GLENN TORRES

2009 Boxster
from Fredericksburg

RON VANCE

2015 911 Turbo S
from Vienna

ADAM VESEY

2014 Cayman S
from Washington

KEN WOJCIK

2012 911 Turbo S Cabriolet
from Burke

VINCE ZUMBO

2019 718 Cayman
from Haymarket



PCA Potomac Anniversaries

OCTOBER
2021

50 YEARS

John & Richard Altmann
Harleigh & Kathleen Ewell

45 YEARS

Gerry & Diana Dreio

40 YEARS

Larry Johnson & Liz Rogers
Carroll & Barbara Kissner

35 YEARS

John & Susan Durr

30 YEARS

Kermit & Janet Kidwell

25 YEARS

Craig & Laura Schuck
Douglas Svitchan &
Benita Bottom-Svitchan

20 YEARS

Christian Apostolou
Uwe Jettmar & Lesley Zark
Theodore & Meliza Nanz

15 YEARS

Glenn & Renee Druckenbrod
George & Kelley Evans
Fritz & Camille Finley
Eric & Michelle Runnerstrom
Douglas & Joanne Tavenner

10 YEARS

Irfan & Annabelle Alvi
Benjamin Bennett & Caroline Bauer
Mihnea Birisan & Cecilia Esteban
Scott Brideau & Carol Rickard-Brideau
Jeffrey Cheng
Michael Horta & Jessica Sauers
Raliegh Neal
Stephen & Jessie Rosenman
Paul & Mark Warner
James & Holli Wecht

5 YEARS

David Allen
Lyndon Johnson
Yann LeGuellec
Luther Penny
Andrew Shanbrom
Denzil & Maureen Simmonds
Glenn Snead & Yvonne Vervaeet
Brian & AJ Walter

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 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.

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

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FUEL FOR THOUGHT

BY TOM NEEL

Tail Spin

There we all were, in March of 2020, celebrating a past and new decade, a new 992 generation of 911, and the start of Porsche electrification with the Mission E, now turned Taycan. Politics aside, the year was set to break records. With our party hats on, we didn't miss a beat...until that is, we did. People were getting sick around the globe and our worst fears of illness came true. We were in a pandemic.

Covid-19 was to reboot the people of earth, bring most of it and its supply chains to a grinding halt. It seems a world blindly living in excess, found itself only looking for toilet paper. If this wasn't bad enough, it seems there would be more. More confusion, more strains, more illness, and very, very unfortunately, more politics. Hello 2021. Boy am I happy to see you! Or so we thought. Having been born in Washington, D.C. in 1955, maybe the worst I'd seen in our nation's capital were the riots of 1968. Now as a grown man, I couldn't possibly imagine ever seeing anything so bad. But alas, my imagination fooled me. I saw something worse. Worse still, it was over 50 years later. Have we learned nothing? Apparently not. The hatred in a few can upset society as a whole pretty quickly, and just like that we find ourselves no different than the other third world nations we point fingers at. Sad.

But what's this, a glimmer of hope? Automotive sales rebound! Hallelujah! I spoke to veteran Porsche Ambassadors who were having their best February sales ever. One sharing that along with the more garden variety models, he had sold two new 911 Turbo S and a handful of Taycans. There was hope, until there wasn't. Demand quickly turned to inventory suffocation across all automakers worldwide. We, a country that thinks of chips as an abundant snack, quickly found these were micro in nature and now a massive problem. Who knew there would be demand? So the industry which had prided themselves in a daily supply chain, inventorying next to nothing, had just that, nothing.

A few fun facts. Did you know that the full cycle time for making an automotive microchip, which goes through four industry hands before finding a home in your car, is 26 weeks? Did you also know that one manufacturer in Taiwan was responsible for making 80% of those automotive chips worldwide? And that 80% represented only 3% of their overall

business? It turns out chips are not super profitable and a pain to make. On top of that, the automotive industry apparently uses what is known as "legacy" chips. Basically that means old tech, tried and true chips, because cars are exposed to conditions your game console or TV is not. Boy, how smart do vintage Porsche owners look these days!

In any event, when automotive manufacturers screamed, "Turn off the faucet!", the rest of the chip gobbling manufacturers were screaming, "Open the flood gates!!!!" Just as quickly, the rental car companies were thinking things like, lockdown, work from home, travel is dead, and blew out their inventory. It turns out there was a demand for that inventory and poof, no rentals because no chips to make new cars. Oh, and then we've had some healthy hurricanes. Ida alone killed 220,000 automobiles, many of them brand new, now with soggy chips.

Supply and demand have always been intimate with each other. Supply of commodities pretty much across the board has been interrupted, and demand has been amazingly high. We will climb out of this. I say this with hope, but with no proof it will happen soon. Fingers are crossed and remain hopeful that Thanksgiving brings above all, health for you, your family and friends. But also a hope for peace and prosperity. One can only pray that the last 60 days of this year sets us up for a Happy New Year. Maybe the happiest in a long while.

On a happy note; I believe the Porsche Club of America has grown in membership and hopefully closer with each other through this all. One Parade, Two Werks Reunions, and Treffen Tours in 2021, have endured and brought us together nationally. Vaccinated and masked, we've come together to meet and greet, tour, educate, go fast, and navigate. Thus, we remain hopeful as a club. Happy Holidays everyone! DV



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PHOTO CREDIT: GLENN HAVINOVSKI