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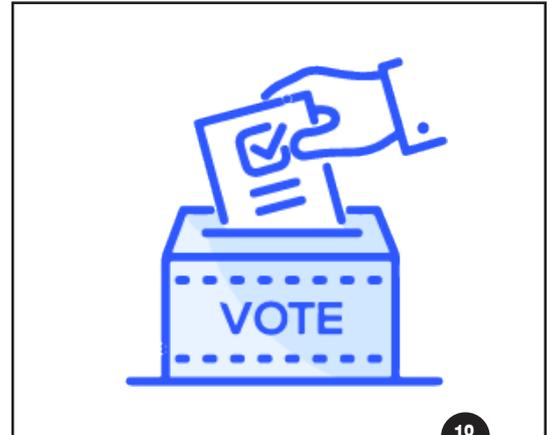
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COVER PHOTO: By Kyra D'Amato at the
PCA Open House

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Making the Mileage Count



Alan French
Co-Editor

I will admit, I have a need for speed. It produces more dopamine in my brain than any pharmaceutical. It is not however, about getting to the destination sooner. Reaching the destination just switches off the dopamine generator. For me, it's about enjoying the heck out of a journey.

Last month, Glenn, my co-editor here at DV, wrote about how friends and family don't get our Porsche passions. Most Porsche owners and drivers have the car to enjoy the journey. Sure, some folks buy to collect the art, and a few for transport from A-to-B, but most of us enjoy the way the car makes us feel on a journey.

Driving quickly on the road got trickier last year, with law enforcement taking a particular interest in my driving. So, it was time to get back to driving on track. In 2021, I drove our stock Boxster at various HPDES,

developing my performance driving skills, and driving to new places to meet like-minded folks. But my professional life was about development, improvement, and progress. I reached the point last year, where I needed more stimulus for my waning stimulant. It was time to get a track car, but one that I could drive on the street occasionally. I decided to take the long way round, converting the Boxster I already had, piece by piece. I wanted to understand, as I once did last century, how all the components of the car and driver interact to produce dopamine in a safe environment, free of state troopers.

Then recently, I was asked, "Why don't you just buy a faster car?". When I explained, it was clear that even in our Potomacan community, there are those for whom food is fuel, and those who enjoy the longer lunch. I enjoyed

the question and the insight it produced.

We don't have to drive fast to enjoy the car. We can enjoy a series of turns in the mountains at just 35mph. I liked a feature in the previous version of Roads, (the Porsche navigation app.) that helped drivers to select great routes by miles, time, or number of "Porsche Moments".

I understand that it takes time, money, or both, to be able to enjoy the longer journey. But if you have a smidgeon of either, take the opportunity to create and enjoy your own Porsche moments, for as long as you can.

After all, life is good, but the final destination sucks. DV

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What's the Coolest Thing about Being a Volunteer?

Part 2 of a Series

PCA Potomac offers members a wealth of different events, run by our fine program chairs and committees. But it takes many more people to help leadership pull off these events, and we are grateful to everyone who steps up to make them run flawlessly. Here's Mike and Jackie Peters story:

"As relatively new Porsche owners and Potomacans, it was a little overwhelming trying to learn about the cars, club, and culture surrounding this lifestyle. But where do we start and what is our niche? Are we Drive & Diners? Do we shine and preserve our car for Concours, become a Trackie, or do a combination of everything? We ultimately decided to register for and participate in our first Drive & Dine event. We had a great drive to a local winery and enjoyed good company. This pattern continued for the remainder of the season, where we continued to learn, gain

confidence, and meet many fellow Potomacans.

Entering our sophomore season, we had the confidence to mentor others in their first club experiences. We began to understand and appreciate the processes, planning, and coordination associated with Drive & Dine events. While there's nothing wrong with simply showing up and participating in PCA events, we felt the need to contribute to the club. When an opportunity arose to volunteer as lead/sweep at an upcoming drive, we were eager to step forward.

It was eye-opening to see the preparation required to make these drives a success, and we were more appreciative of the efforts made by the chairs. We started as sweepers and soon progressed to the group lead role. A successful drive requires participating in planning meetings, studying routes, and driving the course prior to the

event. As group leader it's YOUR responsibility to safely lead the group while ensuring a positive experience for all.

After several amazing Drive & Dine seasons, we were compelled to branch out. While one of us signed up for the first autocross of the 2022 season, the other signed up to work as an event volunteer. The duties included assisting with course setup, lunch, and course cleanup. During downtime, an opportunity arose to ride as a passenger. This unplanned "Taste of Autocross" ride was an eye-opening experience that lit a fire... we are both drivers now!

Volunteering for club events has enriched our lives, led to unexpected new experiences, and given us a deeper connection and appreciation for this special club. If you are interested in the activities this club has to offer, volunteering is a great way to start." DV



Diane Sullenberger



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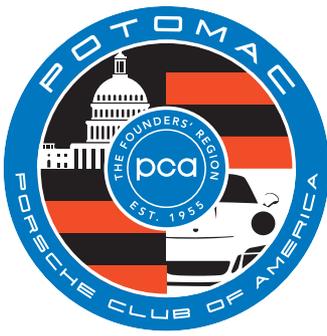
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2022 CALENDAR OF EVENTS

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

OCTOBER

	1	HPDC Summit Point, WV
	2	Women's HPDC Summit Point, WV
	9	Autocross #6 Summit Point, WV
		Fall Drive & Dine VA Field & Main, Marshall, VA
	15	Tech for Last DE Autobahn, Fairfax, VA
	16	Open Board Meeting Annual Picnic + Circle D Farm, Woodbine, MD
	22-23	The Last DE Summit Point, WV
	29	Autocross #7 Summit Point, WV
		Fall Drive & Dine Bavarian Inn, Shepherdstown, WV
	30	Tire Rack Street Survival Teen Driving School Summit Point, WV

CLUB *Announcements*

CONGRATULATIONS

This month's celebrations belong to Regina Doll Johnson and John S. Dittmann for an incredible 55 years of membership. Thank you for your continued support.

2023 PCA POTOMAC EXEC COMMITTEE ELECTIONS SATURDAY, DECEMBER 3, 2022

In accordance with the PCA Potomac's Bylaws, the 2023 PCA Potomac Elections will be elected by the membership on Saturday, December 3rd, 2022 at the Annual Membership Meeting. See pg. 18 for details on how to vote, and information on the candidates.

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

New 1st Saturday Virginia Brunch Location!

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

Virginia

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

Maryland

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

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NOVEMBER

	13	Drive & Dine Morais Winery Bealeton, VA
	tbd	Coat Drive Morais Winery Bealeton, VA

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Potomac Program Highlights

COMMUNITY SERVICE



Veterans from Charlotte Hall Retirement Home pose in some much needed shade



PAX Volunteer Kelan Sisk gives tour of the planes in the blazing sun

Charlotte Hall Veterans join Drive & Dine at Patuxent River Naval Air Museum

STORY & PHOTOS BY PAT KAUNITZ, COMMUNITY SERVICE CHAIR

Each year, the Drive and Dine Team plans the Jets and Lighthouses tour. This year, Glenn Havinoviski and Pat Kaunitz thought, "Why should we get to have all the fun?". A quick search revealed that there was a nearby Veterans retirement community. When we proposed the idea to the staff at Charlotte Hall Veterans Home they were thrilled! The idea was to have some of their residents join us for snacks and conversation and reminiscing in the morning at the Patuxent River Naval Air Museum.

Kim and Mike Youngblood arrived early to help Michael and Pat Kaunitz setting up the shade tents for the Vets, the snack and beverage tables and a few chairs. We served homemade goodies and ice-cold lemonade. The Charlotte Hall staff all got to go home with a special T-Shirt commemorating the event.

Liz Smith-Peksa, Assisted Living Director of Activities at Charlotte Hall stated, "For our veterans who were in attendance, they loved

being able to get out of the facility to check out the planes at the museum! The group also enjoyed having the ability to check out the cars up close and personal which prompted some reminiscence either of their sporty cars, or cars of friends and family from their younger years."

Many thanks to the volunteers and staff at the PAX Museum, especially Ashley Spalding for helping us organize everything, John Bone for welcoming us, Executive Director Scott Gray for helping us raid the gift shop for goodies and Kelan Sisk, a retired flight test engineer and volunteer Docent, that gave us a wonderful tour of the planes.

Many thanks also to the generous participants in this Drive and Dine that donated dollars, snacks and their winning personalities to make the experience so memorable for these Vets! **DV**



Operation Safe Kids at PCA Potomac's Annual Picnic October 16, 2022



We are pleased to offer Operation Safe Kids sign-ups, where the US Secret Service provides parents an information card about their child, including biographical data, a photo, and fingerprints. If the child is ever reported missing, lost, or abducted, critical information can be retrieved quickly.

COMMUNITY SERVICE 2022

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The 2022 Gathering of the Faithful at Augustoberfest

STORY BY GARY SIDELL, CONCOURS CO-CHAIR
 PHOTOS BY GARY SIDELL, & JOHN KLISH

On an overcast Sunday, August 21, 2022, 28 Founders' Region cars nevertheless found their way to the Washington County Agricultural Education Center located a windy road drive away from metro DC in Boonsboro, Maryland. Although 58 cars were registered, the afternoon rain caused a reduced attendance for those making the fun drive.

We were invited to participate with the annual Augustoberfest activities for the first time in several years which included, beer, dancing, food, more beer, singing, some costumes, (See Dr. John's 70 year old lederhosen photo), and more beer. Our cars were strategically parked so that everyone entering the grounds had to walk past them. Of course, this generated some swivel head looks since our cars were parked on opposite sides of a very large entry area.

While historically, the Gathering of the Faithful has been an opportunity to display 356s, this year only Pete Russell's award winning silver 1962 and Ron Davis' immaculate red 1964 made the drive. There were, however, a significant collection of Boxsters, several 911s of various years, a Taycan and even a classic antique in waiting Saab 9.3.

The grounds provided several structures that housed tables where attendees could take a time out to sit for awhile when not otherwise dancing, singing and, of course, sampling the apparent ever present

beer. Many traditional, and very fancy, Octoberfest costumes were worn by those in attendance and it almost seemed like we were in a different country.

We thank those who did attend and expect that their time in Boonsboro was well worth the drive. Indeed, one approach to the Agricultural Center was on a very Porsche friendly road that had one or two single lane bridges just before 90 degree turns and minimal on coming traffic!

Our next "car display" event will be the annual picnic at the Circle D Farm, again in Maryland. While we will not have typical Concours awards based on the cleanliness of your cars, there will be many for humorous categories, such as People's Choice (best overall Porsche), Most Fun to Drive, Most Beautiful Color Porsche, PCA Spirit Award (the car best promoting PCA), Best License Plate, Speed Demon Award (for the car driven fastest, no fudging!), and awards for longevity of ownership and being a PCA member, among others. Voting will be by ballots submitted by attendees as distributed upon entry with framed awards announced and presented after lunch. So plan to attend the Annual Picnic on October 16, 2022 which is always a fun way for the entire family to spend a few hours after a drive in the country.



John and Susan Klish embrace the Oktoberfest theme, in August!



Dr. John raises a stein of tea, with his rare Carrera S Cabriolet



Harry Ridenour and his beautiful 1975 911S Targa



Two of these Porsches have 93 million miles of headroom, but all can be driven under the sun

DRIVE & DINE



A PCA Potomac parking lot take over at the Barboursville Winery

Dead Presidents' Tour

Three Beautiful Days Driving in Central Virginia

STORY ROB MARIANI

PHOTOS BY DORY THOMAS & STEVE GRUMBACH

The weather was glorious, the roads challenging and exciting, the accommodations and dining wonderful, and the participants were fun and engaging, as always. This summarizes the recent Dead Presidents' Tour running out of Charlottesville August 12-14. This was the fourth consecutive run of this event, and, as before, was created and organized in partnership with the First Settlers Region with Potomac's Larry Finkel and FSR's Greg Kahles responsible for the planning. There were about 60 participants in 30 vehicles evenly split between Potomac and FSR. There were many 911s, Boxsters, Caymans, and a few Panameras, Macans and Cayennes, and,

oh yes, a BMW 335 (There's a story here... ask Larry about it.). The drive started on Friday with a country-side route from Manassas to Orange, Va. for a delicious lunch at Provisions Market Table. This was followed by a stop at Barboursville Vineyards to take advantage of the beautiful setting and fine wine on a perfect summer day. On the way to the Vineyard we dealt with a farm tractor plodding along at 20 MPH for seemingly countless miles, refusing to pull over despite a long line of Porsches and other vehicles stuck behind. While it was nice to interact with some of the locals, it was a relief when they turned off. Dinner that evening was at the Boar's Head Resort where participants

from both regions had a chance to get (re)acquainted. It was a nice day punctuated with a relaxing dinner.

Saturday was another perfect summer day – sunny with unusually low humidity – with a full day of driving starting with a scenic drive to Jefferson's Monticello where we had a guided tour and additional time to explore the estate. Even for those who had been to Monticello before, it was a wonderful visit to a special place. This was followed with lunch at the Piedmont Bar & Kitchen in Charlottesville. After lunch there was an 80 mile drive to Devil's Backbone Basecamp Brewery in Roseland, Va. Devil's Backbone was

busy and fun, and a perfect place to wind down a bit. Along the way, a few of us had the “pleasure” of meeting a local “gentleman” who was insistent on joining our driving group in his pickup truck making it interesting with his “high-performance driving” – speeding, tailgating, and passing on a winding, doubled striped road.

After the return drive to Boar’s Head – some taking a more scenic drive along Blue Ridge Parkway – many met for dinner at the nearby Vivace for a casual and fun Italian dinner. This lively dinner was a great way to wrap up the trip and everyone seemed to really enjoy themselves (especially the table with the numerous empty bottles of wine; yes, Uber was pre-arranged).

Sunday, as usual, was open for the drive home, some taking a leisurely drive to further explore the area. It was another lovely day and a fitting end to a great event.

And, oh yeah, when does the sweep beat the lead? When the sweep reads the road sign that says ‘turn here’ after the lead had led the group past the appropriate turn. ‘nuff said... DV



Jim and Maryonna waving hello, on the route down to Charlottesville



Birds of a feather, flock together



The gang poses on the steps at Monticello

DRIVE & DINE



Jets? - check. Porsches? - check

Jets & Lighthouses Tour

Naval Aviation, Tiki Bars, Seafood and a Paranormal Lighthouse

STORY AND PHOTOS BY GLENN HAVINOVSKI

Since 2018, we have had some kind of Drive and Dine event involving some combination of Southern Maryland’s lighthouses, the Patuxent River Naval Air Museum, twisty roads, bridges over large and wide waterways, seafood in a charming Solomons Island setting, and assorted beverages. Even during the 2020 peak of the pandemic, we managed to pull off two socially-distanced day drives to the PAX Museum followed by lunch, so this has become a regular summer event for us.

This year, our Jets and Lighthouses event was August 27 and 28. The group of 27 cars and some 53 individuals met extra early (before 7:30 am!) at our usual spot next to Baysox Stadium in Bowie. Three groups embarked on a largely scenic 90-minute drive across

numerous curvy roads on both sides of the Patuxent River and arrived by 9:30 at the museum. As the first group arrived, the PAX staff slid open the gate to greet us and let the cars in one at a time to find a nice spot next to one of the many navy aircraft along the flightline, including the “Top Gun” representatives the F-14 TomCat and FA-18 Hornet, now situated one behind the other. We also had one car / two people coming to the museum directly via the US-301 bridge across the Potomac in Virginia.

Also there when we arrived were Pat and Michael Kaunitz who set up two Community Service tents in honor of our guests from the Charlotte Hall Veterans’ Home (you can read Pat’s article on that for more information). Many of the folks lined up to try their hand at the

flight simulators, while others toured the museum as well as the growing number of planes and helicopters along the flight line, several which in the past had been flown by people attending the drive!

About two hours later, the heat and humidity were building, and the gang began itching for some food and libations at the Tiki Bar on Solomons Island, but not before several drivers posed their cars in front of the Blue Angels jet next to the rear entrance to the museum for some prime Instagram moments.

Last year, the Tiki Bar responded well to our surprise lunchtime visit after a previous lunch venue backed out due to staffing issues. This year, advance

arrangements were made at the Tiki Bar, and they accommodated the 53 celebrants at several outdoor tables (with a few deciding to sit near the bar situated under a thatched roof, as indoors as you get at this famous venue). Waitstaff were attentive, different varieties of chicken, crab and other seafood were available in easy-to-handle sandwiches, wraps or tacos, or as nifty appetizers.

After a couple of hours, we made our way to the Solomons Inn (formerly Holiday Inn), which we learned after October 31 will be closed and converted to an assisted living facility (!). The hotel has had a legendary past (hosting literally thousands of proms, weddings, conventions, and other shindigs since 1987). Happily, the swimming pool, air conditioning, indoor bar and breakfast buffet still worked at the hotel (even if the wi-fi and some power outlets in the rooms didn't). The waitress serving people by the pool was also the bartender at Isaac's indoor bar later at night and kudos to her hard work, charm and pleasing personality.

Around 6:15, the gang made its way to the Pier (fortunately there was enough parking along the street and scattered along the Boardwalk). We once again this year had the entire upstairs, complete with cash bar and tables surrounded by views of the calm waters of the tidal Patuxent, and by 7:30, an enormous, clear sunset over the Patuxent River Bridge in the distance. Although the staff needed a little help in directing the food orders to the right places, the food once again was excellent, particularly the crab cakes, salmon, and crab-stuffed shrimp.

By 8:30 or so, people took a walk for some ice cream up the boardwalk or to head back to the hotel, where it was early enough that 10-15 people made it down to Isaac's bar, where the convivial bartender did a fine job with mai-tais, beer and wine. Future assisted living facility, eh?

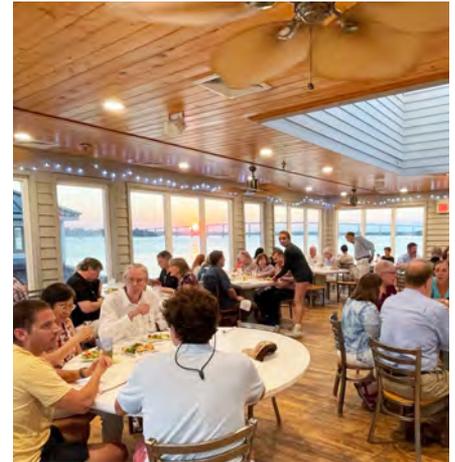
The next morning, many in the group came down for the breakfast buffet, some more-than-serviceable coffee, or both. By 9:15, the gang was in the

parking lot, ready to form three groups once again for a 45-minute drive to Point Lookout Lighthouse. The inland scenic route took us to the Potomac side of St. Mary's County, as we drove on Route 5 past the historic St. Mary's City (the first settlement in what is now Maryland in 1634 and its colonial capital until 1694). Point Lookout State Park comprises the southern tip of Maryland. A pre-Civil War resort community, the property was home to a 1,400-bed hospital for Union soldiers, a nearby prisoner-of-war camp that held as many as 20,000 Confederate troops, and then a cemetery for nearly 3,400 Confederate troops that died at the camp.

At the tip of the peninsula, the Point Lookout lighthouse was first constructed in 1830, expanded in 1883 with two stories and a taller light and again in 1927 to support two lightkeepers and their families. In 1965, the US Coast Guard replaced the lighthouse with an automated light offshore and gave the property to the US Navy, though there was still a resident through 1981. In the ensuing years, the abandoned lighthouse was the subject of numerous paranormal studies addressing the presence of the ghosts of former residents along with Confederate soldiers. The State of Maryland procured the closed lighthouse in 2006. On the first PCA Potomac Drive and Dine visit here in 2018, the building was unrestored and the property was fenced off. However, shortly thereafter, a nonprofit organization began a restoration that was largely completed during the 2020-2021 pandemic that returned the building and grounds to their 1927 appearance. Although it doesn't reopen for inside tours until 2023, the property itself served as a great backdrop for PCA Potomac's visit, including numerous photographs.

Special thanks to our volunteers Nancie Havinoviski, Jim and Gina Moser, Steve Kaye and Doris Thomas, Jim and Maryonna Henry, LeRoy and Marilyn Mills, and Charles Mandolia and Dennis McDonald. We all arrived safely and in one piece at our destinations. Also kudos to Pat and Michael Kaunitz with

setting up the Community Service welcome tents with food and drink for the Charlotte Hall vets as well as the Drive and Dine visitors. And to the PAX Museum staff who helped both Pat's team and the Drive and Dine team with our visit. DV



The Pier restaurant has plenty of windows to view the sunset



Real Drive & Dine participants? Or ghosts of previous Potomacans at the Point Lookout Lighthouse?



Glenn stages the Boxster with a Blue Angel jet

2023 PCA POTOMAC EXECUTIVE BOARD ELECTIONS



FOLLOWING THE ANNUAL MEETING

SATURDAY, DECEMBER 3, 2022
10AM
LOCATION TBD

REGISTRATION IS REQUIRED



PLEASE REGISTER TO ATTEND ANNUAL MEETINGS AND ELECTIONS

MSREG.COM/2023ELECTIONS

Registration is REQUIRED.

In accordance with the PCA Potomac's Bylaws, the 2023 PCA Potomac Executive Board will be elected by the membership on Saturday, December 3rd, 2022 at the Annual Membership Meeting.

The 2023 Officer Candidates, proposed by the Club's Nominating Committee, are presented in the following pages. The Past-President and the President are not under election as their roles are automatically advanced per the Bylaws.

NOMINATE A CANDIDATE

If you would like to nominate an additional candidate for Vice President, Treasurer or Secretary pursuant of the Potomac Bylaws, please submit your candidate, along with the endorsement of five (5) or more active PCA Potomac members, to the 2022 Nominating Committee Chair, Mia Walsh (pastpresident@pcapotomac.org), by November 3, 2022.



WAYS TO VOTE

Your vote is important to PCA Potomac. As a result, PCA Potomac is providing two ways to vote this year:

(a) **Electronically** via mail-in ballot by email to pastpresident@pcapotomac.org, or (b) **in person** at the Annual Membership Meeting.



Electronic votes must be received no later than 12:01 a.m. Saturday, November 26, 2022.

2023 SLATE OF EXECUTIVE COMMITTEE

For President: Steve Bobbitt
For Past President: Diane Sullenberger

ELECTION



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

MEET THE CANDIDATES



STEPHEN KIRALY
TREASURER

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

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

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

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

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

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

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

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

MEET THE CANDIDATES



ALAN FRENCH
SECRETARY

Alan joined PCA Potomac at the end of 2016 after restoring the 987.1 Boxster that he and his wife, Sarah, drive at various Potomac and national events. Together, they have attended many Driver Education, Drive & Dine, Rally and Treffen events.

Alan's first Porsche was a 1970 911T that he wishes he still had today – despite the constant attention it demanded through the seasons. The Porsches that followed were all 911s, with a brace of 996s (one turbo) and a hat-trick of 997s. His car back-catalog includes over 90 cars, ranging from a dreadful, slime green Simca 1100, to a magnificent Citroen SM in Burgundy Red (a strangely popular color in France).

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

Alan loves spending time with Alex and Rosie, his two grown-up kids in the UK. Moving to the US in 2016 wasn't easy, but he and they still get together and share Marmite on toast.

The skills and experience that Alan believes will be relevant to the role of Secretary includes his ability to listen, read and write, and tell the difference between them. He reads in his native English and writes on a keyboard with three fingers and two opposable thumbs, although the spelling can stray into outlawed, pre-1776 language. Alan adores taking the time to be brief. Sadly, his communications tend to be rather long, but do eventually get to the point.

Alan struggles to write seriously about himself in the third-person, but hopes members will trust him to take club matters seriously.



ED HAHN
VICE PRESIDENT

Ed Hahn's fascination with cars and Porsches began while he was in high school, where he became friends with his chemistry teacher who owned a 1977 930 Turbo and also restored Corvettes and Austin Healeys on the side. After driving a Mazda FD RX-7 and a Lotus Elise, Ed purchased a 2012 Peridot Green Cayman R and joined the Porsche Club in 2011. Ed's current ride is a 2016 GT4. He began doing Drivers' Education events even before joining the PCA, and currently volunteers as a Track Steward. During Club Race weekend, you can find Ed in the Timing and Scoring building, assisting the national officials in generating qualifying lists and determining finish order, as well as using this information for Potomac's Rock the Summit Club Race awards.

Ed served as Membership Chair from 2014 to 2021, and as Potomac Secretary in 2022. As Membership Chair, Ed had gotten to

know a bit about each of the programs, as he created the weekly PCA Potomac Friday email about upcoming events, and generated the monthly mailing lists for Der Vorgänger. His various efforts were recognized by former president David Dean with a President's Award in 2017.

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

PLEASE REGISTER TO ATTEND ANNUAL MEETINGS AND ELECTIONS

MSREG.COM/2023ELECTIONS

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MEET THE CANDIDATES



STEVE BOBBITT

PRESIDENT

Steve Bobbitt joined PCA in 2014 after purchasing his first Porsche, a 5-speed Meteor Grey Metallic 2008 Cayman, and immediately participated in the Autocross School and High-Performance Driving Clinic. Since then, he has continued to participate in Autocross and DE events, becoming a Nationally Certified HPDE Instructor in 2018 and serving as Autocross Chair in 2019 and 2020. Steve has also volunteered at Potomac's Club Race as the Steward's Assistant from 2017 to 2020. After participating in over 30 PCA Potomac activities in 2019, he took home the coveted Enthusiast of the Year award at the annual awards banquet in 2020. He served as Secretary in 2021, Vice President in 2022, and is looking forward to serving the club as President in 2023.

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

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



DIANE SULLENBERGER

PAST PRESIDENT

Diane has thoroughly enjoyed meeting a diversity of Porscheophiles at scores of club events near and far--from brunches to the Bridges and Barn rally--while serving as PCA Potomac Club President in 2021 and 2022. She relished the opportunity to help our region's successful programs achieve their goals (Autocross, Club Race, Community Service, Concours, Drive and Dine, Driver Education (DE), Der Vorgänger, Club History, Legal, Membership, Rally, Safety, Skid Pad, Social, Social Media, Sponsorship, Volunteers, and Web) and to give feedback to and learn from other PCA regions and the impressive array of National programs and leadership.

She is grateful to Potomac members for helping us achieve, for the second year, national recognition for Potomac as 2nd Runner-Up for PCA's Region of the Year!! Icing on the cake was the more than 111 members who enjoyed the cars and camaraderie at the 2022 Porsche Parade in the Poconos.

Diane has been a member of Potomac since 2009 and learned first and last names by serving as DE Co-Registrar for three years. She has volunteered at the PCA Potomac Club Race since 2015 as a flagger and then with the pace car, and can be seen inspecting rotors and brake

pads during grid tech at DEs. She enjoys being a National PCA DE Instructor and Tire Rack Street Survival Coach, and discovered that the lore is true: It's fun and rewarding to teach, which improves your skills as a driver. Finding ways to make our programs even more inclusive, for example, for deaf drivers and for veterans such as through Track Heroes, has also been paramount.

She misses her Honda S2000, which sparked her DE addiction in 2000 at Summit Main. She also misses her Ducati (2008 848), which she tracked and then raced with WERA. She is grateful that owning her Porsches (2005 911, 2006 911 C2S, 2011 911 GTS) and being active in PCA Potomac have allowed her to meet a spectacular group of people and to learn their Porsche stories.

Diane has lived in the DC Metro area most of her life and is executive editor of the research journals of the National Academy of Sciences. Her husband, Scott Antonides, drives with the BMW Club and FATT, and can be spotted at PCA events. Diane also competes in National Cutting Horse Association shows on her quarter horse, Modified Cat, rides her retired show horse, Magic Lights, and teaches her border collie, Marvel, new tricks. **DV**



Surely the best seats in the house at the Montreal F1 Grand Prix

Taking the Necessary Steps

STORY BY WILL ZACHMANN, PHOTOS BY TONY PAGONIS

“Chasing these f#<king guys around is a real pain in the ass!” Heard in passing, this view was shared in full voice by a well-dressed, somewhat inebriated young woman, speaking to a friend on her cell as she powered across the still-damp cobbles of Old Montreal, her long, carefully coiffed tresses trailing behind her in the cool night air. Moving with a clear (if a bit unsteady) sense of purpose, she navigated the damp, uneven surfaces in stacked heels, homing in on a crowd milling outside one of the high-end bistros on the first night of Race Week. It seems there had been a Driver Spotting, and the faithful, the hopeful – the downright rockstar-obsessed – were in hot pursuit. After a two-year, pandemic-encumbered hiatus, the F1 Circus was back in town.

While neither morally nor conceptually opposed to such single-minded pursuits, our humble crew had other, more pedestrian objectives in mind: we were en route to meeting our friends for what, over the next several days, would be our own nightly table at one of the other fine dining establishments in this historic City on the St. Lawrence. At nearly every stop, the wait staff, hoteliers – heck, even the teenagers slinging scoops at the local ice creamery – made it abundantly clear: the 130,000+ fans who descend on Montreal for the local stop of what’s widely regarded as the pinnacle of motorsport had been sorely missed.

But I’m getting ahead of myself. Having planned our pilgrimage nearly a year in advance, it was agreed that my wife Kay and I would depart our Northern Virginia home in the pre-dawn hours, meeting up with our long-time friends Tony & Cindy at their place, about an hour north of us and a bit east of Frederick, MD. We would then stuff their well-appointed station wagon to capacity and carpool to our destination in a relentless 10-hour run, stopping only for gas and a quick lunch break in Upstate New York. This would take place at what was perhaps the best rest stop any of us had ever encountered. You know it’s something special when the deli is selling locally grown jars of pickled garlic with jalapenos, dried strawberries in dark chocolate, and luscious amber honey, courtesy of some very industrious Upstate bees. There was even a playable, musical instrument-themed playground! It almost made us wish we had small children with us. Almost.

Upon our arrival in Montreal, we checked in to our hotel, where our shared two-bedroom suite was actually located in an annex around the corner. It was there we learned that our rooms – replete with nearly 200-year-old wide-plank wooden floors, exposed brick, a spacious living room, and modern kitchen – were perched atop a 4th-floor walk-up. The question of whether or not to have dessert each night was quickly resolved, as the next five days would see us

burning calories like steam locomotives burn coal. Never have you seen two couples make so sure of not leaving anything back in the room (“waterproofs, check; bottled water, snacks, and sunscreen, check...”) before setting out for the track, or for our evening repast. If one of us had forgotten something, it might as well have rolled off the deck of a ship far off at sea, disappearing forever beneath the waves.

It should be acknowledged that, while still quite feisty, we’re all edging ever closer to, or have already embraced, the AARP stages of life, so there may have been a bit of wheezing as we rounded the 3rd floor landing, with another full flight to go. And yes, perhaps some occasional grouching. Mostly by me, but as our dear friend Cindy likes to say, “Let’s not go there.” As I’ve already used up my Recommended Daily Allowance of cussing in the opening line, I’ll leave my growly exhortations to our good reader’s imagination.

Where we did go, however, involved more climbing than is normally performed by your average Himalayan mountain goat. As seasoned race fans know, the high seats often afford the best views of the track. Being just such fans, our friends had of course secured a block of tickets in the 39th and 40th rows, close to the very top of the grandstands. About two-thirds of the way up on the first day, I began wondering what I might have done to cause our friends to want to kill me, or at least punish me for various heretofore unspoken transgressions.

There were no handrails, and as anyone who’s traversed aluminum bleachers knows, unless you’re model-thin or a small child, the damn things bounce when you step on ‘em. Never have I consumed less beer at a sporting event, if only to minimize the amount of mountangoating required. I should also mention that, although we relied heavily on Montreal’s excellent mass transit system (and a couple of pleasant ferry rides) to access Circuit Gilles-Villeneuve, which is located on an island in the St. Lawrence, we were logging about six miles a day, neatly bookended by those rather altitudinous stairs. “Yes, I think I will have that pie a la mode, monsieur, merci beaucoup.”

Adding to the fun-factor and camaraderie, on the second day, we met up with another couple, Craig & Linda, who were staying in another hotel annex about a block from us. Over drinks and dinner that evening, we gently chided them for having only a second-floor walk-up, and began making plans for the qualifying and race days ahead. Between Tony, Cindy, Craig, and Linda, we had enough PCA past chairs to seat one of those funky Mid-Century Modern dinette sets! In between bites of the delicious food Montreal is known for, we shared our thoughts and preferences on the current state of F1, the Lewis – Max rivalry, and our keen enthusiasm for finally seeing some live F1 racing.

As to the racing itself, it was all we could ask for and more. Having been to a several F1 races in the past (including two in Montreal and one at the “Cathedral of Speed” –

Monza), I’ve never seen the grandstands nearly as full for a Thursday practice session as they were on this trip. Like us, our fellow fans had clearly been suffering acute cases of MWS – Motorsport Withdrawal Syndrome – but here now was the cure. Across the entire race weekend, 338,000 fans passed through the gates, and I’d say the stands were over 90% full for both Friday Practice and Saturday Qualifying. The latter is particularly impressive, as Saturday’s weather consisted of relentless, pissing-down rain, complemented by a steady, brisk cold wind, which lasted pretty much the entire day. It’s a measure of the extent to which we – and our neighbors in the stands – love this sport that no one really seemed to mind.

All of our trekking, mountain goating, and weather resilience were amply rewarded on Race Day, when the sun emerged, the temperatures rose blissfully into the mid-70s, and the drivers lined up on the grid. Even those who faithfully watch each race from the comfort of their Mancaves and She-Sheds cannot imagine the palpable excitement – the electricity – generated by seeing the very best in the world do battle in real time, in person, and in the company of a hundred-thirty thousand or so like-minded race freaks. People bring banners and flags of their driver’s (and often their shared) home countries. They dress in team gear, leaping to their feet and cheering when their favorite makes a pass, and are crushed to silent despondency if their guy crashes out. This goes on for lap after lap, as those in attendance become part of a tradition that dates back to post-war England in 1950.

At the race’s conclusion, the gates are opened, and fans are allowed to stream onto the track. And stream they do, by the tens of thousands. They are making the ultimate race fan pilgrimage: to see their heroes stand atop the podium, trophies raised and champagne spraying. And while we did not join the throng this year in Montreal, my wife and I did so in Monza, back when we had only just gotten engaged. As we were making our way, a man next to me got down on his knees, and – seriously – he kissed the track. When he arose, I looked him in the eye, and said “I completely understand.” Before continuing on our respective ways, he paused to give me a huge smile, as in that instant, we recognized one another as kindred spirits, having, for that moment at least, effortlessly transcended the barriers of driver loyalty, language, and country. I recall that moment each time I go to the track, and have come to believe that this is what racing is really all about. The fact that it occasionally entails travelling to incredibly cool places with the best of friends is, to borrow a phrase, what keeps me “chasing these f#<king guys around.”

Will Zachmann is a former PCA member and long-time resident of the DMV who has since gone over to the Four-Ring Dark Side (though it may be that he’s only waiting for the right well-cared-for Targa to come to his senses). He looks forward to Porsche and Audi’s upcoming return to F1, at which time he plans to be well and fully conflicted. **DV**



The Porsche 99X competing in Formula E in Marrakesh, Morocco in 2020

Formula Watt?



STORY BY SYDNEY BUTLER
PHOTOS BY PORSCHE AND SYDNEY BUTLER

Most of you folks know about Formula One, and that Red Bull's Max Verstappen leads the 2022 Driver Standings. And surely you know of Porsche's splendid victories at LeMans, Sebring and Daytona, and of famed drivers like Vic Elford, Hans Hermann or Derek Bell. But who of you knows Stoffel Vandoorne, the 2022 Formula E champion, or where Porsche won its only Formula E race this year?

Not me, or at least not me before I set off to Brooklyn in July to see my first Formula E race. I did know two things: electric cars are coming, and Porsche isn't stupid. So I paid a staggering \$450 for grandstand seats for my two sons and me, and climbed aboard the Vamoose bus from Bethesda. My discoveries follow:

It was sizzling in southern Brooklyn's wharf area, and the Uber drop off was at a graffiti-splattered warehouse across from a rundown pizza joint. No entry gate with banners flying, no exotic cars on display, no Gucci attired gents with eye candy alongside. More of a local rock concert vibe, with no raucous warm up band electronics.

Everyone looked like twenty or thirty somethings. No Porsche, Ferrari, Aston Martin or Corvette jackets—mostly T-shirts with obscure-to-me logos like "Birds Aren't Real".

Everything looked makeshift—temporary fencing, food trucks, blue

plastic port-a-potties, exit signs to nowhere, a two lane street racetrack. Luckily, I spotted a "For Elderly" bridge elevator sign and, with no shame whatsoever, crossed over to the pit area where I interviewed a friendly and tolerant Porsche Media representative:

Me: *I'm not sure I understand why Porsche is in Formula E, and very much doubt PCA members do. What do you want me to say to those members?*

Rep: *Porsche is committed to the development of E-mobility in its sports and racing cars. Formula E is currently the only FIA sanctioned racing series featuring extreme performance electric vehicles, and Porsche wants to participate, learn and win at this highest level.*

Me: *I understand, but Porsche's sweet spot is endurance racing which tests engineering and development over exhaustive distances and under extreme conditions. A Formula E race is a 45-minute sprint at best.*

In that scenario, what can Porsche really learn about reliability and performance over long distances?

Rep: Formula E isn't about endurance racing as you might think of it, at least for now. The goal is to test battery efficiency and energy recuperation under extreme racing conditions. The ultimate goal is to use and precisely evaluate energy generation and recuperation so that at the end of the race there isn't a single kilowatt of energy left.

Me: So you are saying it's a test bed of some sort, a high speed experiment? Will findings have any carry-over to production models?

Rep: Certainly, and not only to production cars but also to future Porsche racing cars. In Formula E, the only major component that can be modified is the battery and its delivery system. Each team is extremely protective of battery set up/adjustment. In the future any successful electric sports vehicle will have to produce the most efficient, most powerful battery system to compete in both the regular market place and on the track.

Me: Porsche has not been particularly successful in Formula E, winning just one race during its three-year participation. What's happened?

Rep: Although Formula E started in 2014, Porsche only entered in 2019. We were late in the game,

and because of the tight chassis/powertrain restrictions, were not able to really utilize our extensive engineering and development expertise. However, with the all-new Generation 3 cars coming next season, we'll be starting fresh along with other competitors.

We have also just signed Antonio Felix da Costa, who has already won seven Formula E races and was the 2020 Formula E champion, to join Pascal Wehrlein as our driving duo. We realize that Porsche fans want us to win, and we intend to.

Me: Walking around today, the fans here look a lot different from typical ones at Sebring, Daytona or other famous endurance events. Much younger, lots of women, kids, even strollers. Not many Porsche, Corvette or Ferrari hats, jackets, etc. What's this about?

Rep: Like other auto manufacturers, Porsche realizes that it must appeal to younger buyers. Those buyers are attracted to video games and fast paced lifestyles, but are also seriously concerned about climate change, pollution and environmental sustainability. Endurance racing, fossil fuel consumption and even engine sound is less and less important. Porsche wants to prepare products for the future, while maintaining its role as the most recognized and valued sports car brand.

Me: What are Porsche's future plans for electric racing?

Rep: Porsche will continue to compete in Formula E for at least another two years. Beyond that Porsche will look for other opportunities. The Mission R, as you know, was revealed to the world in September 2021, and current plans are to make that model available to customer teams in the near future. And what we are learning from Formula E will certainly be part of Mission R development as well as for our road cars.

As I wrote up my notes after the race, I realized that Porsche was onto something in Formula E. That brand, which I had always associated with endurance racing triumphs, howling engines and fabled drivers of the past, was wisely, quickly and even courageously shifting its focus. Porsche is once again adapting to survive, as it did with the Boxster, Cayenne, Cayman and Taycan. And it doesn't take much imagination to envision the Mission R as the all-electric 911 racer of the future.

I felt old, maybe a bit irrelevant. But excited, and damn proud of the brand I have loved for over half a century. And as a committed racing nut, it's hard enough for me to see Porsche lose to Corvette, Ferrari or Aston now. But losing to Tesla in the future? Utterly unbearable! **DV**



The Porsche Mission R, as revealed to the public in September last year



Ranson Webster's 1960 Abarth 356 Carrera GTL

MONTEREY PORSCHE OWNERS FOUND LOVE AT FIRST DRIVE

STORY AND PHOTOS BY JOE MINARIK

The Monterey Motorsports Reunion (earlier known as the Monterey Historic Automobile Races, or as the Historics, for short) began in 1974. They were always held at the iconic northern California racetrack of Laguna Seca. Along with the Pebble Beach Concours d'Elegance, the Historics formed the core around which the now massive Monterey Car Week has burgeoned into a national attraction for all manner of automobile enthusiasts. Car Week provides elegant shows of elegant people and cars, and lucrative auctions of automobiles elegant, brutish and every attribute in between. But for dedicated road racers, the Historics remain the heart of the entire delectable mélange.

Laguna Seca is a perfect venue for racers, spectators and display vehicles alike. The setting is picturesque, hilly semi-desert. A professional race-team mechanic a few years ago began his cellphone check-in with his family by saying, "Just another day in paradise" (I apologize for overhearing). The weather is consistently dry (after an early morning mist burns off) and somewhat cooler than might be expected for the customary event dates of mid-August. (The down-side, pardon the pun, is that you may need a down vest before you put on your sunscreen to get through a long day.) For racers, the track's challenges extend far beyond the legendary "Corkscrew" that attracts more than its share of the deserved fan attention.

The Historics always have been an all-marque event; there has typically been one featured marque each year (Porsche was featured in 1982 and 1998, for example), although this

year's event was instead built around a theme of the 24 Hours of Le Mans. But given Porsche's constant presence in the first rank of post-war motorsports, it is no surprise that our team has always held a prominent place in the proceedings. And given this year's theme, Porsche was fully on display. That afforded a chance to talk to a few leading Porsche owner-campaigners, who were unfailingly accessible, agreeable, and communicative about their own cars and experiences. This painted a vivid picture of the role of Porsche in the current historic car racing scene, plus a strong sense of the reason why Porsche remains so prominent. And to reverse the PCA motto, it is not just about the people; those fine people have gathered round together because of the cars.

Ranson Webster is one of the stalwart presences of the Historics in general, beyond his prominence in the Porsche world. This year, he could be found hunched over the fuel cell of his gorgeous 1961 Abarth Carrera, dealing with the kinds of niggling issues that can arise when your obsession has aged well past the half-century mark. And that car sat next to his 1976 935 K3. The two cars by themselves spanned an enormous range of history and sheer performance, but also conveyed the theme of Porsche's toughness and endurance that keep the marque in the forefront of this event. And that is where Ranson's Porsche affinity began.

Ranson was car-infected from a young age. He began by working on Chevy engines, and did everything imaginable with them – road racers, dragsters, boats, whatever. Early on,

his ride was a Corvette. He went for a dinner visit to the home of a well-to-do car enthusiast friend, who met Ranson at the door with an unexpected admonition: “You can’t park that car in my driveway!” – completed after a pause with, “What will the neighbors think?” Ranson was a bit nonplussed, but the friend went on in subsequent conversation to make his complaint operational with an offer: “I have a much better car in my garage that I will sell you at half the market value.”

It was a 911 Turbo. Ranson drove it, and was immediately hooked. The difference was the solidity, he says – no rattles, no shakes, no feeling that something was about to break, a strong sense of security. He made a mental platform shift to Porsche and never looked back. He didn’t have half the market value, but he found it somehow, and that car became his first Porsche.

Now, after a successful career in technology and follow-on work in business financing, Ranson owns well into the double digits of Porsches, plus the Reno, Nevada facilities and the team to keep them racing. The Abarth Carrera is indicative of a specialty business line tending the complex four-cam, roller-bearing-crank Type 547 Fuhrmann engine. Ranson acknowledges the challenge of keeping these and other near-septuagenarian pieces of machinery humming, but says that the key, simply, is to stick to original Porsche factory equipment. He has bought original machines from the factory, and now is perhaps the leading authority on Fuhrmann engine repair in the country.

There is no balance-of-performance system at the Historics, and Ranson’s Abarth Carrera was in a particularly tough class, but it ran well in its first race before hitting mechanical problems in the second. The 935 K3, however, was particularly strong, finishing well up in its class in both races.

Bruce Canepa, of Scotts Valley, California, tells a similar story of early engagement with Porsche. Bruce’s father, of an immigrant family (and the name is CANN-eh-pah, despite what you might have heard on some TV broadcasts of historic racing events), flew B-17 and B-29 bombers in both theaters of World War II, and came home looking to go into business. He started a car dealership, which soon became a chain of as many as seven. Bruce worked in the business as a mere lad, learning his skills literally from the ground up – from pushing a broom to doing all manner of mechanical tasks in the service shop. He learned to drive too early, which can be revealed now because of the expiration of the statute of limitations.

Bruce’s conversion to the Porsche fold came when one of the family’s dealerships took a 911 in trade. Initially fascinated by the shape, Bruce took the car for a drive and was firmly hooked. Again, the solid feel and the masterly roadworthiness were the initial attraction. Bruce took to returning to the dealership after closing time to take the 911 out on his own. He relates that the used-car manager could not understand how the odometer on his asset kept rising as it sat to all appearances idly on the lot.

The family is out of the new car business, and Bruce has his own restoration shop, which began as Bruce Canepa Motorcars in 1985 and has evolved into its current form, simply named Canepa, in its Scotts Valley facility in 2006. The firm has achieved notable restorations of a wide range of cars, from the truly historic to more-contemporary racers; on its website, Canepa.com, it cites the first Duesenberg and the 1973 Can-Am champion Porsche 917/30 as examples. It has designed and customized autos, trucks and SUVs, including car transporters. But Bruce’s heart remains close to Porsche,

and the firm is noted for its development and maintenance of historic Porsche race cars. Among his firm’s ground-breaking road-car projects The Monterey Motorsports Reunion (earlier known as the Monterey Historic Automobile Races, or as the Historics, for short) began in 1974. They were always held at the iconic northern California racetrack of Laguna Seca. Along with the Pebble Beach Concours d’Elegance, the Historics formed the core around which the now massive Monterey Car Week has burgeoned into a national attraction for all manner of automobile enthusiasts. Car Week provides elegant shows of elegant people and cars, and lucrative auctions of automobiles elegant, brutish and every attribute in between. But for dedicated road racers, the Historics remain the heart of the entire delectable mélange.

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The long-missing number 46 356 SL, Porsche's first-ever entry in the 24 Hours of Le Mans, in 1951

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Bruce makes absolutely no bones about where he stands on the drive-them-as-they-were-intended versus garage-queen ends of the philosophical spectrum. He believes that he has worn out a number of his cars, and has no regrets of that. Still, his cars at these Historics, just as in prior years, were immaculately

turned out – and then put on the track to run hard against every willing competitor.

Bruce owns many Porsches, and brought to the Historics a 1971 908/3, a 1989 962C, and a 1963 Elva Porsche. In its two races and in the hands of ace Porsche campaigner Gunnar Jeannette, the 908/3 literally ran away and hid from the field; it also won the end-of-event “Corkscrew Hillclimb” – driving up the iconic drop. The 962C, driven by Bruce, finished third and fourth in its class; he was more than proud of those results, noting that he was 30 years older than the drivers ahead of him.

Cameron Healy is a third prominent and perennial Porsche owner at these Historics. And part of his contribution to this year’s event was one of the most noteworthy achievements of Porsche archaeology – ever.

Cameron fell in love at first sight with Porsche as well. A neighbor, the father of an early girlfriend, bought a 912. The initial ride was all it took, and Cameron wound up tinkering in his neighbor’s garage, and adorning the Volkswagens that he could afford with Porsche and Porsche-like accoutrements that only kept his passion burning.

Cameron recognized in his college years that he was not cut out to be an employee. The sweet spot in his work life was finding market niches and filling them with the highest quality of goods or services – and then selling that creation to move on to the next challenge. So he became a “cereal” entrepreneur (I hope he will forgive the pun) in his home base of Oregon – creating businesses in granola and other natural foods, hand-cut potato chips, and wine, with a yoga chaser. Cameron’s Porsche engagement followed the ups and downs of his entrepreneurial career, as he capitalized on the successes and temporized during the business efforts that did not work out.

In keeping with his roots in the 912 and his VWs, Cameron’s first bite at Porsche racing and ownership was with 356s – especially pre-A, but the older, the better. After a while, and especially after a driver school when he found that a mature full-time entrepreneur could outpace many younger aspiring racers, he decided to add something faster. An early step in that direction was a Porsche-engined Cooper – a “Pooper” – which he admired and then acquired, and which he exercised at these and several previous Historics. Over time, his stable expanded to include among others a 904, a 906, and 908/3s. Two of his 908/3s had Vic Elford provenance, and in the course of Cameron’s ownership he met and spent quality time with “Quick Vic” – which Cameron rates among the greatest rewards of his Porsche passion.

But even as he added youth and horsepower to his stable, Cameron remained passionate about the earliest Porsches – which led him to one of the most remarkable finds in the history of the marque. Cameron was taken by a very early 356 – by all appearances a Speedster – which was raced by another West coast enthusiast. Cameron began discussions about acquiring the car, which continued in a low key until the owner suddenly passed away, leaving no family behind.

This “Speedster” had an intriguing history. In the early-mid 1950s, it was acquired from the factory through importer Max Hoffman by stalwart West coast Porsche dealer and racer John von Neumann. It had an aluminum body. The record showed that the car von Neumann acquired had a roof, but in developing it as a racer von Neumann cut the top off. These elements of the history of the car made Cameron believe that it might be one of the most noteworthy Porsches of all time:

the long-missing number 46 356, Porsche’s first-ever entry in the 24 Hours of Le Mans, in 1951. The Porsche entry that year, invited by the race organizers the year before, had seemed star-crossed: A three-car team was contemplated, but two cars were destroyed in accidents in testing during development, and after one car was cobbled together from those two, the remaining car of the original trio was destroyed during pre-race night practice. The recovered number 46 was the only Porsche to make the grid for a 24 Hours that saw 16 hours of rain, and yet somehow it never missed a beat and made it to the finish, winning its 1100 cc class in the first time out. This was the car that put Porsche firmly on the global automotive map; one can only wonder how different Porsche history might have been without that courageous success in the world’s greatest automobile race.

The fate of the ex-von Neumann chassis in California was left to an estate attorney, who at first seemed indifferent to Cameron’s messages. But Cameron persisted and chased him down personally, at which point the attorney showed real interest, and serious discussions ensued. A German enthusiast harbored the same suspicions about the history of the chassis, and a bidding war began. Eventually, and in part in the interest of keeping this long-U.S.-based car on our shores, the estate attorney sided with Cameron.

With possession of the chassis began a verification process that was fully as intensive as any mechanical restoration. In the end, the factory (which had on its own built a recreation of the number 46 for display) acknowledged that Cameron’s ex-von Neumann car was the true first Porsche Le Mans class winner.

At this year’s Historics, with the Le Mans theme, number 46 was one of the guests of honor. It sat in the display pavilion among dozens of other cars with heritage in the 24 Hours – winners in the hands of Dan Gurney, Phil Hill, Paul Frere, and many more. Cameron got to drive number 46 in parade laps around Laguna Seca as part of the festivities.

The story of number 46, far richer than can be related here, is told in two books – one, “Destined For Victory”, a graphic synopsis with evocative drawings by Dwight Knowlton, and the second, “46: The Birth Of Porsche Motorsport”, a detailed textual analysis forthcoming from Dalton Watson. A video entitled “Legend of Le Mans” has been created for Rennfilms and a segment of “Jay Leno’s Garage” was devoted to the car.

Scan QR Codes
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to the films



Legend of
Le Mans



Jay Leno’s
Garage

Cameron’s hope is that number 46 can return to Europe to retrace its over-the-road trip from the factory to the Teloché garage that Porsche used as its home base at Le Mans in 1951 and for over three decades thereafter, and then can do a lap of honor as it approaches the 75th anniversary of that historic run in the 24 Hours. Cameron began conversation with ACO President Pierre Fillon at the Historics to broach the subject.

The Monterey Bay area is an expensive ticket at any time of the year, and for Car Week it becomes far more so. But if you can find an excuse to go, you will meet the nicest people, and you will see many grand cars. And the grandest of the grand will be Porsches. DV

**AUGUST
2022**



New Potomacans

SHAHROKH AFSHARJAVAN

2017 911 Turbo S
from Leesburg

JOSHUA BALLANCE

2013 Cayenne Diesel
from Bethesda

BEN BARTLETT

1978 911 Turbo
from Lorton
Transfer from Longhorn

RYAN BECKLES

2014 911 Carrera 4S
from Fort Washington

JOSE BENAVIDES

2001 Boxster S
from Herndon

SEAN BLAKE

2021 Taycan 4S
from Ashburn

CLARK BOGAN

2003 911 Carrera 4S
from Portsmouth
Transfer from First Settlers

JOSEPH BONILLA

2007 911 Turbo
from Alexandria

SHAWN BURGET

2022 Taycan GTS
from Purcellville

LABIB JOSEP CHAMMAS

1988 911 Carrera Cabriolet
from Mclean

SONJA COX

2022 911 Carrera S Cabriolet
from Leonardtown

BRIAN DAILEY

1987 924S
from Huntingtown

RYAN DOTSON

2021 Taycan 4S
from Front Royal

JUAN DUENAS

2016 911 Carrera Cabriolet
from Vienna

MATT ENGEL

2022 Taycan
from Dunn Loring

PATRICK GAFFNEY

2022 718 Cayman GT4
from Herndon

SUBIR JOSSAN

1980 911 SC Targa
from Arlington

DAVID KAY

2000 Boxster
from Alexandria

AMIR KHAKSAR*i*

2007 911 Turbo
from Mount Airy

DAVID KNAUS

2007 Cayman S
from Alexandria

CHRISTOPHER KOLLING

1986 911 Carrera
from Potomac

CLAUSEN KRZYWICKI

2009 Cayenne S
from Annandale

RYAN LYNCH

1987 911 Turbo
from Burke
Transfer from Hurricane

JOHN MCGRATH

2017 911 Carrera
from North Potomac

ADRIAN MILAM

2015 Macan S
from Upper Marlboro

BROWDIS MORRISON

2007 911 Turbo
from Brandywine

ANTONY PETRILLA

2018 Macan
from Washington

HUBERT PHIPPS

2022 911 Turbo S
from Middleburg

ROBYN PORTER

2022 Macan S
from Rockville

DON RIMON

2015 911 Carrera
from Arlington

IMRAN SHAH

2020 Taycan 4S
from Annandale

TIAGO SILVA

1987 944
from Olney

MATT SINKIAT

1983 911 SC
from Clarksburg

BOB SIRMANS

1991 944 S2
from Fort Lauderdale
Transfer from Gold Coast

ABE TATAR

2020 911 Carrera S
from Great Falls

CHARLES THULL

2007 Cayman S
from Fairfax

ANDREW TOWNSEND

1987 911 Carrera Targa
from Leesburg

TONY VERA

1985 944
from Silver Spring

KIERAN WILCOX

2007 911 Carrera S
from Poolesville

ANTHONY WILLIAMS

2012 Panamera Turbo
from Indian Head

NEW MEMBERS = 40



PCA Potomac Anniversaries

SEPTEMBER
2022

55 YEARS

Regina Doll Johnson & John S. Dittmann

50 YEARS

Timothy & Penny Berardelli

45 YEARS

Barbara Wozney

35 YEARS

Jeffery & Renell Gradeck

30 YEARS

Eric Johnson
Andrew & John Werthmann

25 YEARS

James & Allison Gil
Richard & Max Altman
Roger Brauninger
John & Jan Motz

20 YEARS

Kenneth & Michele K. Weiss
John & Innes Mackay
Kenneth & Alice Feng

15 YEARS

Michal & Patricia Glenn
Timothy & Stephanie Lundberg
Edmund & Jillian Bentson
Fred & Nona Silver
Sebastian Pleta

10 YEARS

James & Julie Marks
Thomas McInnes & Robin Mevissen
Gregory & David Struba
Gregory Gonzales
Marshall & Lalita Schenck

5 YEARS

Eggerton & Shari Campbell
Scott Eason
Eugene Abalos
Mitchell & Marie Franklin
Kurt Leta
Allen Rossi
Dwight Melvin
James & Evan Stankard
Wesley Sluss
Elizabeth Dial
Brandon Park
John Ryan
Matt & Jane Riddle
Richard Henneberry

DER VORGÄNGER

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

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

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

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

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

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

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Peter Grenier. "Washington's Hottest Personal Injury Lawyer"

Obituary

Valerie Weston 1954 – 2022



Valerie at the Watkins Glen DE dinner in 2004



Valerie designed the earliest versions of The Founders Region, Potomac logo. the design first appeared in June 1986 and was used on polo shirts, stationary, patches and name tags. It was also the year when people started putting their cars or other information on the name tags

Longtime PCA member, Potomac Board member and **DER VORGANGER** editor, Valerie Weston passed away May 21, 2022. Diagnosed with stage 4 cancer in August 2018, Valerie maintained her positive attitude and love for friends and family even as she and Paul managed through rounds of chemotherapy and radiation. She is survived by her husband, Paul; daughter, Victoria (Tori); sisters, nephews and nieces.

Paul writes:

Valerie and I were DV Editors a few years back (1985). The tools the Club provided us included an IBM Selectric II typewriter (only 1 font ball) and a hot wax roller so we could quite literally cut and paste articles onto the large format layout pages in time to physically deliver them to the printer each month. Later, after we acquired an early model Apple computer and a daisy wheel printer, Valerie became the first editor to use desktop publishing for DV and the wax roller was retired.

Valerie may have been the first PCA regional newsletter editor to publish a cover with a collage of Porsche license plate photos. When we lived in Virginia, our 951 license plate became “IST-PCA” after the Region officially adopted the name, The Founders Region, Potomac, Porsche Club of America.

Valerie designed the earliest versions of The Founders Region, Potomac logo that were embroidered on DE instructor items for many years. We both served on the Board and I continued to serve as track coordinator after we moved to Pennsylvania, until 2002 when we moved again, this time to Tampa.

Ed. - Am sure all in the PCA Potomac region send sympathies to the Weston family and friends. We thank them for their years of support to our great club. **DV**



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