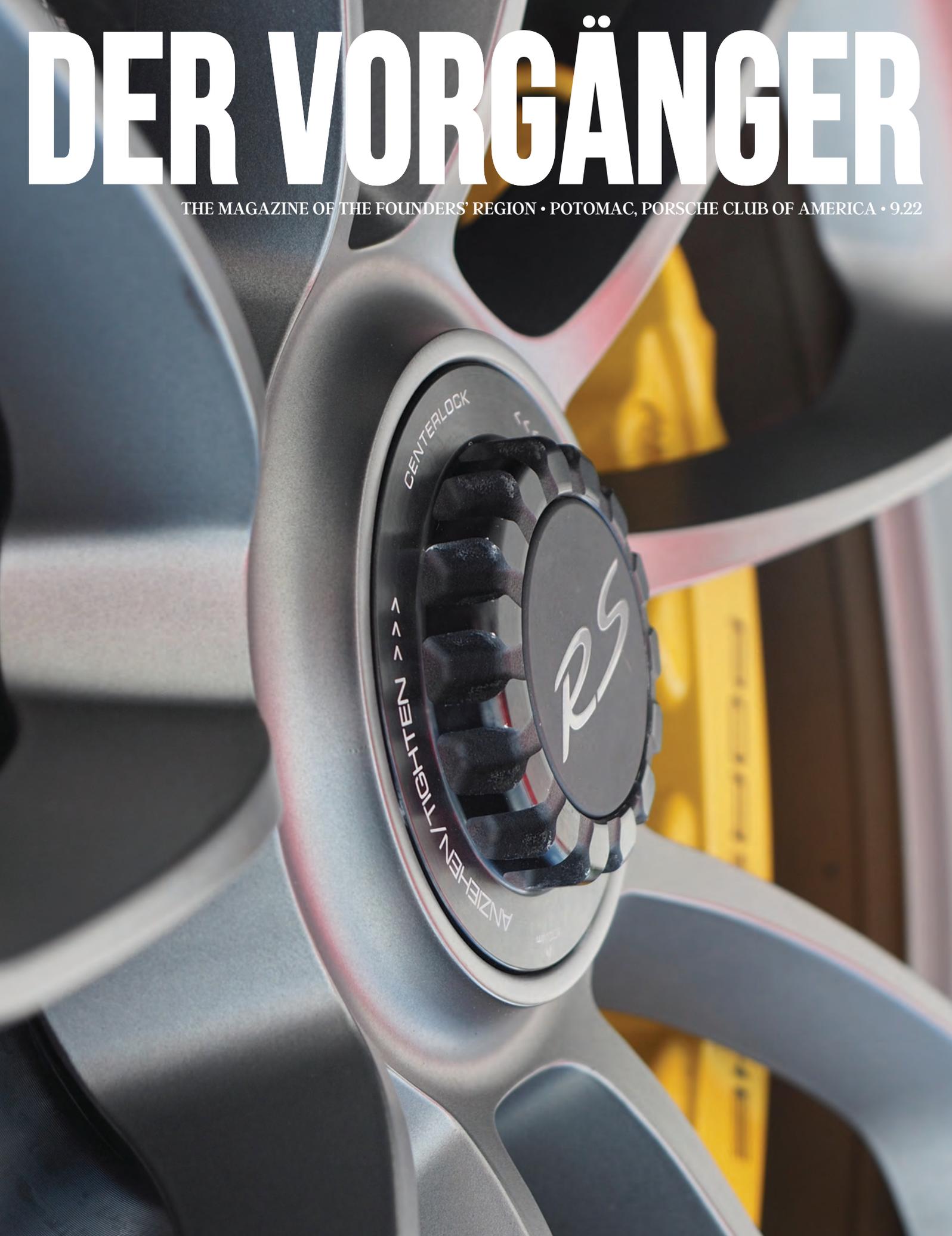


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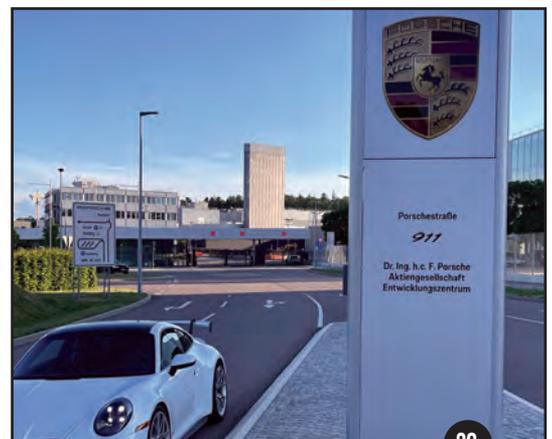
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COVER PHOTO: By David Valeri, taken at PorscheFest 2022

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Community



Glenn Cowan
Co-Editor

To a greater or lesser degree the fortunate among us are “members” of various communities. These include our families as core communities, plus in no particular order: neighbors; friends; members of professional, social and special interest groups; workplace associates, either fellow employees or allied consultants, clients and even competitors; and personal or family advisers like accountants or lawyers.

I have been fortunate to have literally hundreds of such people in my extended orbit. Of these only two or three know how to pronounce “Porsche,” this being emblematic of the more general ignorance of and disinterest in a central facet of my life on the part of almost all of my communities. I have owned Porsches for decades

and am commonly attired in some article of logo gear, yet those around me remain only vaguely aware of this “obsession,” and at best give me a pass rather than thinking of me as spoiled, vapid, unconcerned and likely uninformed about the “important” things in life. It is stunning to me how few questions, or even comments, I receive from people I interact with frequently who are fully aware of my interest in Porsche and still could care less. They instead talk about important things like college sports, lawn treatments and traffic to the beach.

My wife and I recently participated in a 1,000 mile classic car rally (modern “exotics” like Porsches given “classic” status). Everybody was very pleasant but almost as

much as my other communities, were uninterested in my Porsche side.

Luckily there is a refuge – PCA. Any PCA event, be it Potomac, a nearby chapter or nationally sponsored, guarantees me a welcome by an interested, informed and helpful group of fellow “initiates” who are delighted to listen to my questions or appreciate my most recent drive. When I am planning an outing “with” my car I need look no further than PCA events and have yet to be disappointed. Even if the venue is a bit run down or the food less-than-Michelin-starred it doesn't matter – I came for the community, and the event was simply a vehicle (if you will) to be among others who share and understand my “odd” passion. DV

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What is the Coolest Thing About Being a Volunteer? Part 1 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 is one of their stories:

**Chris Ritter:
Autocross Coach**

The coolest thing I've experienced while volunteering with PCA Potomac? It's actually hard to narrow down to one. So I'll provide two. The first that comes to mind is watching my students succeed. Whether it is the "aha!" moment of mastering a new technique, or the rush of watching them go faster than they thought they could (and then beat that time!), it is always an

amazing feeling to participate in their successes and their growth. I'll add to that, there is also something amazing about watching folks you drove with when they were new become "regulars" at DEs and Autocrosses. We all definitely owe an apology to a few spouses and significant others for getting their partners hooked on driving.

The second cool thing -- and I'm sure you hear this from a lot of folks -- is the people. Specifically the way this community helps one another out. I recently had to change brake pads at the track, definitely not an uncommon occurrence. What was uncommon was the fact that these pads were swapped without me ever having to touch the car. No fewer than

six people wandered over, bearing their tools and jacks, hoisted the car in the air, and proceeded to help swap pads. Some were curious about the brakes on a 987. Others wanted to continue talking about our last session. Still others wanted to share their expertise. All were happy to help. Witnessing that sort of support and camaraderie -- sharing tools, knowledge, and even parts -- is definitely among the coolest things I've experienced at PCA.

Please join me in thanking Chris and the hundreds of other volunteers who make Potomac a vibrant region! Join us to make new friends and memories that, like Porsches, will last a lifetime.

DV



Diane Sullenberger



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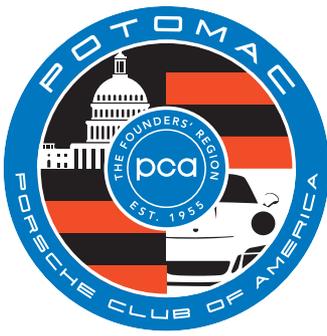
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2022 CALENDAR OF EVENTS

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.

SEPTEMBER

	16-18 Potomac Club Race Summit Point, WV
	16 ELF Community Service @Potomac Club Race
	18 Autocross #5 Summit Point, WV
	23-24 Tour to Simeone Museum Philadelphia, PA

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OCTOBER

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

CLUB Announcements

CONGRATULATIONS

This month's celebrations belong to Stephen & Christine Heyse for 45 years of membership. We thank you for your continued support.

OUR CLUB NEEDS A RALLY CHAIR

This popular club activity needs a volunteer(s) to plan and organize events, receiving the honorable title, Rally Chair. If you've loved participating and want to help others enjoy this important historic activity, contact Diane Sullenberger at president@pcapotomac.org. Experienced support is on hand.

POTOMAC MONTHLY BRUNCHES & LUNCHESES

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

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First Saturday of each month, 11:30 am
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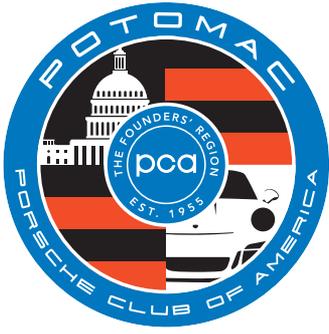
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Potomac Program Highlights

AUTOCROSS



Autocross #4 was so competitive, that even Mike T. resorted to novel performance modifications to get that extra edge

PorscheFest: Autocross #4 Plus, a Taste of Autocross

STORY BY TESSA HALL

PHOTOS BY TESSA HALL & JORDAN STRAIT

"Wow! One of the most intense minutes of my life: Autocross! I've been to combat, skied, scuba-dived, skydived, and taken laps in Indy and NASCAR race cars. My Autocross experience was every bit as intense as any of those experiences. Don't be fooled by the relative difference in technology, the Autocross drivers take their craft seriously and push their limits to achieve perfection." – Retired colonel, actor, and motivational speaker, Gregory D. Gadson.

Greg is a bilateral above-the-knee amputee. He was at PorscheFest to promote Track Heroes, an organization that provides stigma-free mental health support to under-served veterans and first responders struggling with PTSD, anxiety, and depression from experiences while serving and transitioning to civilian life. He was well met by our very own Autocross co-chair, Bill Conley, who uses hand controls to drive his Boxster in Autocross.

Greg was one of many who signed up for a "Taste of Autocross" at our PorscheFest event. PorscheFest brings all PCA Potomac's programs together in one place, so we got to host many participants from other programs. Some Taste of Autocrossers weren't even PCA members; we had a group of motorcyclists who hopped in a bunch of our member's Porsches. They had bigger smiles when they got out after each run, than they did arriving on their noticeably tricked out bikes.

We offer Taste of Autocross to give people who many not otherwise know what Autocross is about...a taste of what to expect while riding along with experienced coaches. A lot of those people then go on to driving Autocross themselves. Who knows? You could be the next one to get the itch to start driving Autocross.

Whether or not you decide to Autocross in the future, you should come out to try a Taste of Autocross. You get to see a lot of really cool cars do things you may never have thought they could do, like David S's 914 on three wheels. Or see fun little additions like the hot pink windup on top of Michael T's 718 Cayman. Or even meet people you never thought you'd meet, like Canadian, Dusan V. who just got a GT3 and is starting to move up the ranks of class S5. After all, seeing fun Porsches is just part of PCA. It's really all about the people. DV

Results - Autocross #4 - July 30th, 2022 Washington Circuit, Summit Point, WV

Fastest Times of Day

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	G	Patrick	G	BMW M3	60.471
2	S5	Howard	N	Porsche 718 GTS	61.036
3	G	Jeffrey	B	Alfa Romeo 4C	61.504

Class Winners

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	I	Damon	L	Porsche Cayman	61.820
2	I	Graham	M	Porsche Boxster S	65.586
3	I	Thomas	E	Porsche 911	68.760
1	M	John	V	Porsche Cayman S	63.016
1	P1	David	S	Porsche 914-6	66.071
2	P1	Matthew	H	Porsche 911SC Targa	73.183
1	P2	Ed	H	Porsche Boxster S	76.901
1	P3	Christopher	M	Porsche 997 Carrera	63.636
2	P3	Jonathan	S	Porsche Cayman	65.515
3	P3	Phong	N	Porsche Boxster S	65.539
1	P4	Greg	K	Porsche Cayman S	66.068
2	P4	Jeffrey	C	Porsche Boxster S	66.476
1	P5	Scott	B	Porsche GT3 Touring	62.304
2	P5	Joseph	U	Porsche GT4	65.998
3	P5	Timothy	K	Porsche 911 GT3	66.894
1	S1	Luigi	C	Porsche Boxster	68.823
2	S1	Jerome	W	Porsche Panamera Exec Turbo	79.571
1	S2	Paul	B	Porsche Carrera	69.310
2	S2	Brian	N	Porsche Boxster	69.708
3	S2	Paul	G	Porsche 968 cab	73.011
1	S3	John	C	Porsche Cayman	62.415
2	S3	Pam	C	Porsche Cayman	66.804
1	S4	Kevin	K	Porsche Cayman S	62.180
2	S4	Rafael	G	Porsche Boxster S	62.525
3	S4	Greg	H	Porsche Cayman S	65.128
1	S5	Howard	L	Porsche 718 GTS	61.036
2	S5	Michael	T	Porsche 718 Cayman S	61.573



David S. manages to lift the inside front wheel, even with "Instructor Ballast"



Dusan V. joins the line with his new GT3

Overall Standings after AX#4

Rank	Class	First Name	Last Initial	Car	Points
=1	S4	Rafael	G	Porsche Boxster S	42
=2	P4	Greg	K	Porsche Cayman S	36
=2	S2	Paul	B	Porsche Carrera	36

Class Standings after AX#4

Rank	Class	First Name	Last Initial	Car	Points
=1	I	John	C	Porsche 996 C4S	28
=1	I	Robert	S	Porsche Boxster S	28
=1	M	Kurt	L	Porsche Boxster	12
=1	M	John	V	Porsche Cayman S	12
=1	P1	Brandon	J	Porsche 944	12
=1	P1	David	S	Porsche 914-6	12
=1	P2	Drew	L	Porsche Carrera	12
=1	P2	Ed	H	Porsche Boxster S	12
1	P3	Duyane	N	Porsche 996	29
2	P3	Jeffrey	B	Porsche Cayman S	21
1	P4	Greg	K	Porsche Cayman S	36
2	P4	Alexis	V	Porsche Cayman S	23
1	P5	Roland	P	Porsche GT4	33
2	P5	Scott	B	Porsche GT3 Touring	24
1	S1	Luigi	C	Porsche Boxster	33
2	S1	John	W	Porsche 986	12
1	S2	Paul	B	Porsche Carrera	36
2	S2	Barb	B	Porsche Boxster	24
1	S3	John	B	Porsche 997 Carrera	33
2	S3	John	C	Porsche Cayman	24
1	S4	Rafael	G	Porsche Boxster S	42
2	S4	Kevin	K	Porsche Cayman S	25
=1	S5	Howard	L	Porsche 718 GTS	29
=1	S5	Michael	T	Porsche 718 Cayman S	29

COMMUNITY SERVICE

Camp Porsche is a BIG HIT!



Winning teams on the podium

**WORDS AND PHOTOS BY PAT KAUNITZ,
COMMUNITY SERVICE CO-CHAIR**

When the school bus from Jefferson County Parks and Recreation Day Camp rolled in, 15 excited volunteers stood by, a little nervous to host 30 kids ages 5-12. These are all children who live in Jefferson County, West Virginia, the location of Summit Point Motorsports Park, but had never been to the track. We gave away fun and festive tie-dyed t-shirts, and the kids and their counselors and PCAP hosts headed off on a scavenger hunt. Yes, there were teams, and yes, there would be a winner! Everyone gathered for an amazing lunch and some kids even ate some fresh fruit! We gave them healthy options, but as the saying goes, you can lead a horse to water but you can't make them drink. After lunch, 30 of our most experienced DE drivers strapped the "double waived" kids into their cars and did a few slow laps around the Main Track. The smiles at the end were worth EVERY moment of planning and coordination. We then retreated to the air-conditioned timing building where we colored, ate freeze pops, and tried on driving suits and helmets. The day ended with a podium ceremony where we gave out medals to the top three teams.

Tommy Van Vliet, Summer Program Manager for Jefferson County stated, "It was an amazing day. All the little details

were incredible. Getting to ride in the "race cars" is something they will never forget. In their everyday lives they would never be exposed to something like this. Each child came home full of interest and able to see, regardless of their race, gender, socio-economic status, that it could be something for them. We do field trips often, but this day was far beyond anything we have ever done. Even weeks after Camp Porsche, the campers still ask if they will get to do it again next year!"

Many thanks to those who supported this effort, including Railside Market and Grand Event Center, making it possible to give the kids and counselors a wonderful experience. DV



A Jefferson County counselor and campers pose with Bob Mulligan's car



Nando Silva-Pinto shows campers his Porsche Cup Car



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Need stuff for you and your racecar? Maybe a new set of rubber? How about something special for your suspension? Maybe something to keep you cool? There could be some items here to keep both you and your car happy and safe!

Lifestyle

Do you like wine? How about cigars? How about some Porsche Motorsports swag or a bucket full of Griots? Motorsports art? How about a vacation that has NOTHING to do with cars? This and MUCH, MUCH MORE!

COMMUNITY SERVICE 2022

communityservice@pcapotomac.org
Chairs: Pat Kaunitz & Don Keppler

CONCOURS



Glenn Johnson's 911E, as refurbished by Scheibish Brothers, Gary Sidell's 914 and Bob Borden's outlaw 911T

PorscheFest: Concours

July 30th, 2022

STORY AND PHOTOS BY GARY SIDELL, CO-CHAIR CONCOURS

On Saturday, July 30, 2022, with the sun shining and the temperature and humidity both high, a curated collection of 11 award winning cars, ranging from 356s to a Boxster and Cayman, were viewed by many in front of Chez Summit, the gourmet eating establishment at the Summit Point Motorsports Park. More than 100 people voted for their People's Choice, with many more stopping by to just look at the collection, all while roaring engines screamed in the background – a new concours soundtrack experience!

After all the voting was tabulated, trophies were awarded to original owner Pete Russell's nearly 300,000-mile 1962 silver 356B for first place with 27 votes, while the 17 votes for Bob

Borden's second place modified 1972 Slate grey 911T edged out the 15 votes for Percy White, Jr's third place, nice weather daily driver 1990 Guards red 944 S2, with more than 200,000 miles on its clock.

The winners had competition from, and spectators had the opportunity to view, the Glenn Johnson 1969 911E, in Bahama yellow, as thoroughly refurbished by Greg Schebish; Kevin Roldan's 2015 Rhodium silver Cayman with Martini livery; Tony Connor and Jill Kirkpatrick's familiar bumper-sticker-decorated Java brown 1956 356A rally mobile with roof-mounted spare tire; Don Arehart's immaculate white 2008 Boxster; Bob Manka's sporty 2021 Sapphire blue Macan S;

Dr. John Klish's PTS Gulf Orange 2014 911 Carrera S Cabriolet; Gary Sidell's 1975 Ancona blue 914 with snazzy red houndstooth interior; and George Mrad's always stellar 1996 Polar silver metallic 911 Turbo.

The Concours committee wishes to thank not only the display car owners and refurbishers, but the many spectators who stopped by to see some exceptional cars despite the muggy temperatures and racetrack sounds in the background. Of course, one would expect to hear the loud noise of crackling Porsche engines downshifting at a racetrack only yards away from clean, parked cars, but it was unusual for cars that remain parked for their own entire event! DV



Percy White, Jr's 944, Kevin Bolden's Cayman and George Mrad's 911 turbo



Pete Russell's 1962 356, Don Arehart's Boxster and Tony Conner and Jill Kirkpatrick's 1956 356 rally car

Bob Manka's Macan S and Dr J's PTS 911 S



Gary Sidell and Pete Russell, first place



Gary Sidell and Bob Borden, second place



Gary Sidell and Percy White, Jr, third place

DRIVE & DINE



Drive & Vine: Black Ankle Winery

STORY AND PHOTOS BY LEROY MILLS

Sunday, July 3 started out overcast and threatening rain – but much better than the weekly forecast for steady rain. The cars gathered at Point of Rocks, MD MARC for a joint PCA/BMW drive and “vine” to Black Ankle Winery. It was the first time that I had been to Point of Rocks without going to the creamery. About 80 cars (approximately 40 of each make) gathered, and the drivers intermingled and discussed cars. It seems that many Porsche owners have or have had a BMW in their garage and vice versa, as exemplified by the BMW lead, Steve Pera, who was driving his Cayman GT4.

The cars left in two groups of each make for a scenic drive through Montgomery County to Lewis Orchards Farm Market in Dickerson, MD. This family-owned business has been a treasured part of Montgomery County life since 1888. Robert and Linda Lewis are the fourth generation to own and operate Lewis Orchards Farm Market at the intersection of MD State Route 28 (Darnestown Road) and Peach Tree Road. Lewis Orchards Market provided locally grown fruits, vegetables and fresh pies. Some people purchased cheese and meats for lunch at the winery.

After a 50-minute scenic drive through Montgomery and Frederick Counties, we arrived at Black Ankle Winery, Mount Airy, MD. The cars were parked on the south lawn facing the tasting room. The sun broke through the overcast just then, and gave us a beautiful afternoon. Ample seating was provided on the outside patio, with a few people preferring inside seating in the Tasting Room. Everyone enjoyed sampling the excellent wines and shared their picnic lunches. Mr. Dennis Smith provided an informative and comprehensive tour of the winery facilities. He explained their winery philosophy of sustainability, using construction materials, trees and straw from the farm, and building techniques, to provide passive heating and cooling. Power is provided by solar panels. Everyone enjoyed the day. We look forward to another joint adventure.

Thanks to Larry and Beth Finkel for coordinating the drive with the BMW club, along with Beth White and Larry Mauch serving as the leads. LeRoy and Marilyn Mills and Mike and Jackie Peters served as the sweeps. **DV**



🎵 Porsches to the left of me, Bimmers to the right...



The winery had a nice brick patio with canopies to keep the sun off



The roads less traveled are usually more beautiful



Touring the wine making facility

DRIVE & DINE



VIRGINIA HIGHLANDS #15

July 22-24th, 2022

STORY BY ALAN FRENCH

PHOTOS BY ALAN FRENCH & EVE SWARTZELL

Our 15th Virginia Highlands Tour started in Manassas and ended in heaven, with angels singing under a galactic Milky Way, bottomless nectar cocktails at Jane's Bar, and enough laughter to fill a Comedy Store. Well, perhaps that's a minor exaggeration, but we all had a really good time!

Over 20 Porsches departed from our rally point, winding a way to our popular lunch destination, the Rocktown Kitchen in Harrisonburg. From there, in glorious sunshine, we headed to Warm Springs, VA. As usual, we took over the Inn at Gristmill Square, the base of touring operations for the weekend.

Friday night is gourmet barbeque night with bluegrass band, Southern Rail Express, and dancing for those with itchy feet. When the night closes in, the laggards order their last drinks, fire up their stogies, and debate the real Porsche questions of, stick vs PDK, GT3 or GT4, Gulf Orange or Miami Blue, sleep vs all night banter.

The tour routes change each year, and this year, we added a wonderful West Virginia, mountain loop, with a lunch stop at the Cass Scenic Railway, where the steam trains still run. From Cass, we headed down to Clifton Forge and up the iconic Airport Road, with plenty of tight zigs and zags on which to concentrate. At Ingalls Field, we were greeted by the new Airport Duty dog, Park

None of the fun would have been possible without the support of LeRoy and Marilyn Mills, who led alternate drive groups with Sarah and me. I put a call out for sweeper support and was thrilled to have Alan & Jane (of bar fame), Charles & Michelle, Max & Rhonda, and Rajiv & Vanita, to help keep us together and safe.

Thanks to all participants and volunteers for making the tour so much fun. DV



Our Highlanders express shock and happiness at successfully navigating the Airport Road safely



Hear that whistle blow, she cry out in the night, see the flame light a smoke-stack, such a beautiful sight - Chris Rea, Steam Train Blues



Willie Smith and Southern Rail Express play Bluegrass while BBQ and cocktails hit the spot



Dean D's 911 sounds as good as it looks

Potomac Hosts Two Events in July: Mid-Summer & PorscheFest!

STORY BY SUSAN KIMMITT AND BOB MULLIGAN, CO-CHAIRS, DRIVER EDUCATION

PHOTOS BY BOB MULLIGAN AND ETECHPHOTO.COM

To us in the PCA Potomac DE program, July has come to mean returning to our home track in West Virginia at Summit Point Main Circuit. This year, we had our "Mid-Summer" DE during the weekend of July 8th through the 10th, and PorscheFest during the last weekend in July, from the 29th through the 31st. Both of these events were fully subscribed with 150 to 170 drivers each weekend, and resulted in multiple promotions between run groups. In both weekends, we welcomed drivers new to this track and new to performance driving with plenty of in-car and in-classroom instruction, and provided many opportunities to find new and old friends on and off the track.

As usual, PorscheFest provided interaction with many other segments of our club. PorscheFest day was July 30, and we were thrilled to welcome Autocross, Drive & Dine, and Concours to Summit Point to join our DE group. Charity laps were held at the end of Saturday on-track DE sessions, and were exceptionally popular with approximately 80 cars participating. Proceeds from this charity event went to Jefferson County Meals on Wheels, which is local to the Summit Point area. In addition to the large selection of beautiful Concours cars being presented at our Fest, a special appearance was made by a 1960 Porsche Master 418 tractor that was brought to us by Sal Fanelli. It is believed that only seven of these tractors exist in the US.

End of day was followed by our usual trackside happy hour and catered dinner. Both of these were exceptional, with plenty of good food, good beverages, and many good friends to enjoy.

Following these very busy past months, and due to restricted availability of track dates and schedules, our DE activities will be in a slight hiatus, with our next track events scheduled for the first weekend in October. Fall is a great time to be on the track, and October 1 and 2 are set aside for two HPDC introductory clinics to be held at Summit Point Jefferson Circuit. One will be held each weekend day, with the regular HPDC on Saturday, and the Women's HPDC on Sunday. These are introductory days designed to introduce new students to high performance driving. Our final planned event for 2022 will be the weekend of October 22 at Summit Point Main Circuit. We hope to see you soon, and wish you an enjoyable end of summer. **DV**



Brian H. at the Mid-Summer DE in his 718 Cayman GT4



Ted K. shows us the most common sight of his GT3 on track



Club Treasurer, Instructor, Club Racer & Track Steward, Stephen K. on track in moist conditions

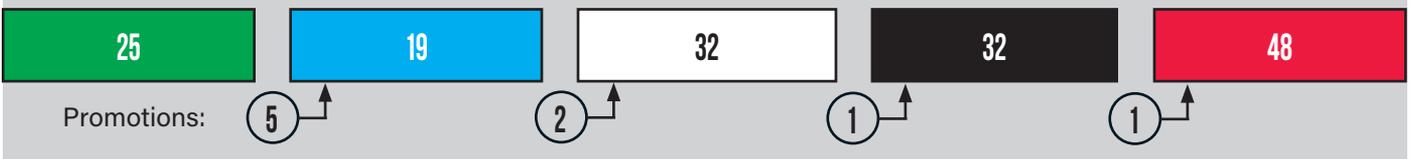
MID-SUMMER HPDE - BY THE NUMBERS

Drive Group Participants:
Beginner

Intermediate

Advanced

Instructor Corp 53



DRIVER EDUCATION

SPONSORED BY OG RACING



Lots of happy cars waiting for a run



Membership Chair, Club Racer and Instructor Colleen, or maybe it's the Stig, takes to dance before jumping in with her student



Heading out onto the track for PorscheFest Charity Laps with chicken on board



Chris K. positions his 996 just off the curbing in the wet conditions

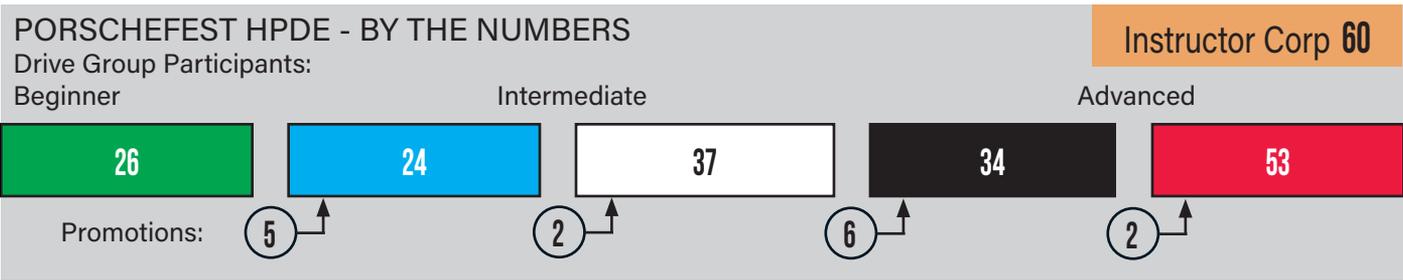


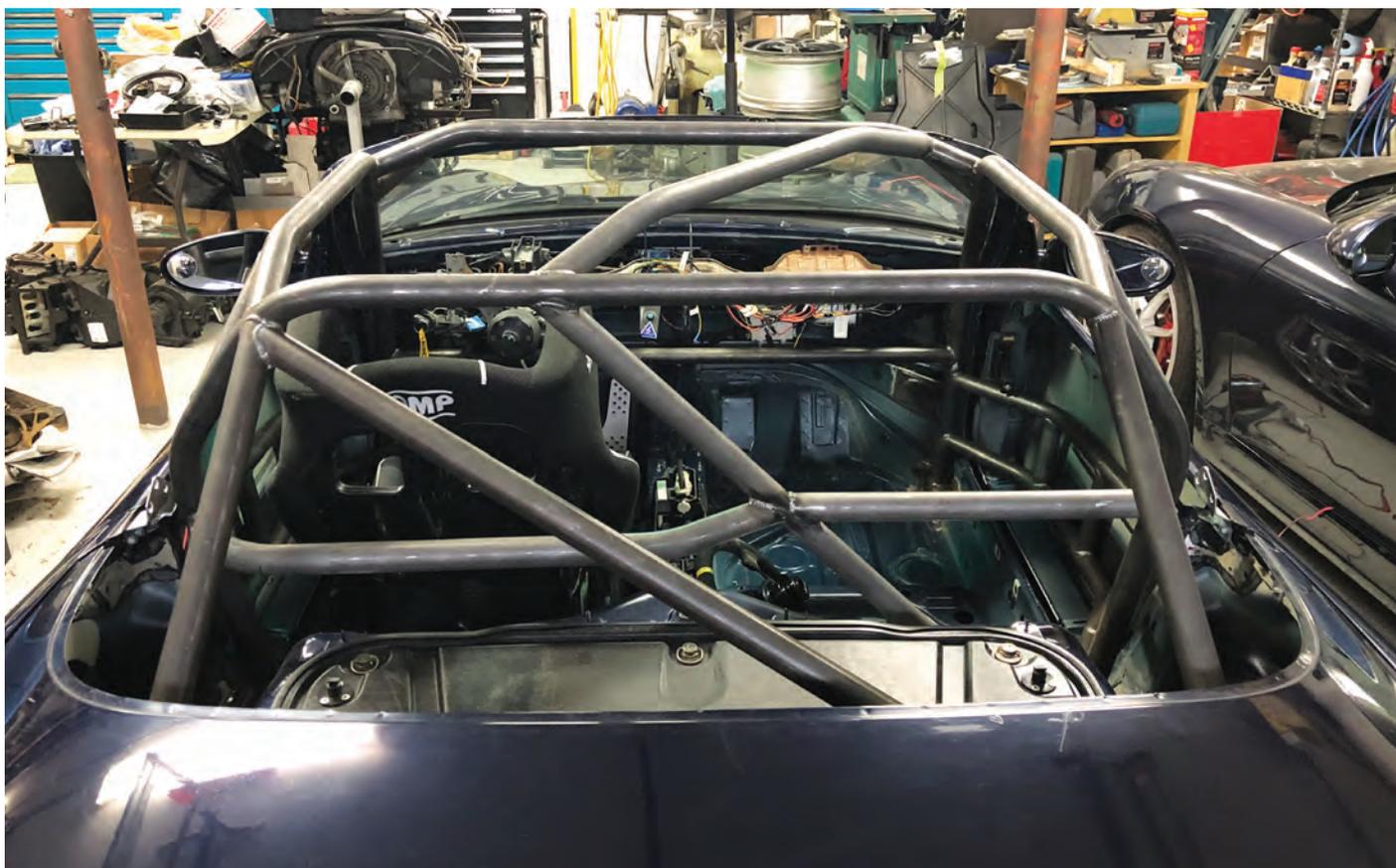
The Howard Clan - Shane, Dennis and Justin

Kathryn T. proudly performs the end of day, Blue Group Solo Dance



The wraps take center stage, with Don, Chip, Ken and Paul staying away from trouble





The new cage

A NEW SPEC BOXSTER RACE CAR BUILD

CHAPTER 2 - EVERYTHING ELSE

Story and Photos by Bill Calcagno

When we last left our heroes, they were trapped in the fiendish clutches of that sinister villain... Umm, err, wait a moment, wrong series...

When we last left our soon-to-be race car, it was in the clutches of Piper Motorsports to receive a new cage. A couple of weeks after drop-off, I picked the car up and brought it home. All I have to say is that Piper's reputation is well-earned — this cage is far more solid than my old cage. I asked them to get the cage as close as possible to the roof and to put NASCAR bars on both sides — there's barely any daylight between the roof and the main hoop, and about 4mm between the door skins and the bars. Very nicely done. Take a look at the pics; words don't do it justice.

To save some money, I told Piper that I would paint the cage, which was fine with them since they'd rather bend and weld metal than bother with paint. Plus, this let me weld on brackets as needed to mount the dash and the window

net. I started the dash install by trying to fit it into place and trimming away anything that interfered with the cage; this was mainly just the bottom corners of the dash. Once the dash fit, I welded tabs to the front bars to hold the now-unsupported bottom corners of the dash. Then, I welded tabs for the top window net bar and a couple of wire loops on the upper driver-side door bar to hold the net's bottom straps in place — the stewards wouldn't be too happy if the window net slid out of place during the race. Finally, it was time to paint the cage; what a pain — maybe I should have paid Piper to do it....

Once the cage was finished and the dash and gauges reinstalled, it was time to start installing all the parts that came off the old car. While I was waiting on the cage, I pulled apart and cleaned the suspension components, and discovered one of the struts had lost all pressure. I boxed them up and sent them to MCS to be rebuilt and was very

pleasantly surprised when they covered the whole thing under warranty. Then it was just straight assembly work — suspension, brake calipers and hoses, master cylinder, brake booster, exhaust and so on.

Installing the deep sump on the engine was very straightforward since I've done them before. The only wrinkle was when TPC replaced the IMS bearing, they changed the oil since it must be drained to remove the bearing. I didn't want to waste brand-new synthetic oil, so I lined a 5-gallon bucket with a new trash bag and drained the oil into it. The neat thing about using the trash bag is that when it's time to pour the oil back in the engine, you just pull the bag out of the bucket, hold one corner over the fill tube and poke a hole in the corner — the oil goes where it's supposed to, and no mess is made.

The transmission cooler was next. I used adapter fittings to go from the factory drain and fill ports on the transmission to 8AN hoses. I would have preferred to weld fittings into the transmission to draw oil from the rear and return it by spraying it onto the face of the ring gear, but that makes it much harder to replace the transmission when it inevitably goes kabloogie (that's a technical term), since the replacement unit would need to have the same fittings welded on before it could be used.

Anyway, the suction line runs from the drain port on the transmission through a filter to the pump. From there, it runs to a small cooler mounted behind the rear wheel and then back to the fill port on the trans. There's a fan mounted on the cooler to blow air through it, since there's no natural airflow through the cooler where it's mounted. And, draining the transmission is now easier — just unscrew the return line, put the end in a bucket and turn the pump on until only air comes out. Refill, reconnect the return line and all done.

Then, it was time to reinstall the seat and harnesses, and it was the first moment I could enjoy Piper's handiwork. In the old car, I had to mount the seat directly to the floor because my head would otherwise hit the old cage, and that just isn't any fun. But the new cage gives plenty of headroom, and I was able to reinstall the sliders and make the seat adjustable; the sliders also raised the seat up an inch, putting me in a better location relative to the steering wheel and dash.

Next came the stripes. What kind of stripes, you ask? Why, racing stripes, of course! What else would you put on a race car? Since the car is blue and the roof is silver, I decided to use stripes of opposite colors — blue on the silver parts and silver on the blue parts. I ordered pre-cut rolls of adhesive vinyl, since that was much easier and more precise than trying to cut it myself. And, the anticipated installation



Dash fully fitted and installed



The deep sump installed

My stripe consultant



Using the laser level to ensure straight stripes



The CAD process at work, making a mounting bracket for the data collection system using a spare engine cover



New floor pan installed

process gave me an excuse to go buy another new tool, a laser level! Remember that bit from the previous installment, about how he who dies with the most toys, wins? Anyway, I was fairly certain the only way I'd get the stripes even remotely close to straight was via the laser. My youngest son came over to help with the stripes, which turned out to be trickier than expected, even with the laser. The whole time I was building the car, my wife complained that my planned decorations would be boring, but once it was finally all done, she admitted it actually looked pretty good.

Speaking of my long-suffering wife, she surprised me with big silver roundel stickers for the numbers on the doors. She ordered them with blue numbers on a silver background, but the blue didn't quite match the blue of the car or the blue of the stripes. Rather than have three shades of blue on the car, I cut the numbers out from the roundels so they became "negative space" numbers. It turned out that cutting out the numbers was the easy part — it's surprisingly difficult to install big pieces of vinyl with large holes cut in the application film, and it also turned out to be a good thing she ordered extra roundels since a few may have gotten trashed before installation was complete.

About the numbers... After the less-than-spectacular result of my last race, my wife decided that my old number ("5") was no longer lucky. She insisted that I change it to something else, and suggested "55" since I had some "5" stickers left over from the old car. I thought about it for a moment, and in a far-too-rare moment of insight, realized that I can't drive 55 — thank you, Sammy! — so the number became "56".

Then, it was just working through the remaining details. I put tear-offs on the outside of the windshield, and a window defroster kit on the inside (thanks to Steve W. for the suggestion). My wife helped with the tear-offs, and she believes the cat also helped because there's a cat hair trapped under the film — extra points if you can locate that !*%& hair. I also decided to make a new floor pan under the pedals, since the idea of reinstalling the old, flammable plywood floor didn't really appeal to me. So, I bought a sheet of aluminum diamond plate from a local hardware store and used my best CAD skills to design a new one. If you are wondering, CAD is short for Cardboard-Aided Design — one of the best design tools, along with masking tape, that every shade-tree mechanic needs to learn. I also used those CAD skills to make a new bracket for mounting my data-collection system over the front engine cover; since I was planning to install a passenger seat for DEs, I couldn't use the old bracket. While I was at it, I CAD'ed a bracket to add a rain light to the backside of the spoiler, since PCA is going to require them for racing in the rain (which is an art, by the way...). And, while I was making those parts, Tessa Hall came over to use her expert dent-removal skills to un-ding the car so it didn't look so much like a golf ball. Finally, I borrowed a set of scales from Tony Pagonis and corner-balanced the car, then brought it back to TPC for an alignment.

At this point, the car was actually starting to look done; at least, as done as any race car can be. So, I signed up for the first DE in July to give the car a good shakedown, since I obviously didn't make the too-optimistic schedule mentioned in part 1 of this story. The car worked nearly flawlessly, with only one issue — the brake pressure sensor failed, spraying brake fluid into the front trunk. That's also when I discovered the sensor was on national backorder for nearly a year and no replacements were available anywhere. I sourced a 1/8" NPT pipe plug in town and yanked out the sensor — no brake readings in the data is far better than no brakes!

Because I can always use more practice, I then signed up for the last DE in July. I went through the car in preparation, replacing brake pads, spark plugs and coils and generally getting it ready for the track again. And, just about when I was ready to give up on having brake data, I found a competitor's sensor that was specifically designed to replace the unobtainium unit — a quick online order and a few days'

wait, and my brake data acquisition was back in business. It was nice to have full data again; on the other hand, it just helped my coach point out all the places where I'm still doing it wrong.

Having survived two DEs, it's now time to get the car ready for the Club Race in September. This will consist mostly of going through the car again and checking to make sure everything is ready-to-go — a thorough nut-and-bolt check. I also need to install the window net, which is required by the Club Racing rules, and the CoolShirt cooler, which is required (by me) for the enduro.

If you have the chance, come out to the Club Race. This year, it's September 16-18 at Summit Point, WV, on the Main circuit. Guaranteed to be an exciting time, and you can cheer on your favorite cars and drivers. Just be careful walking around the paddock — it can get a little hectic with all the race cars moving around. **DV**



Finishing up installing the tear-offs



Tessa working her magic



The new race car, at the inaugural Camp Porsche parade laps



Where the main motorsport design work is done

WHERE THE FASTEST PORSCHEs ARE DESIGNED

STORY AND PHOTOS BY
KERRY SCANLON

In May, I spent a week driving on European tracks and visiting friends after picking up a new 992 GT3 at the Porsche Delivery Center in Stuttgart, which is housed in one of the original buildings where Porsches are built. Northern Europe has a number of outstanding tracks within easy driving distance of the Porsche factory, including the Nürburgring and Bilster Berg in Germany, Spa in Belgium, and Zandvoort in the Netherlands (the home circuit of current Formula 1 world champion Max Verstappen). Even driving on the Autobahn to get to these tracks is a blast. I put 2,500 miles on the car in seven days.

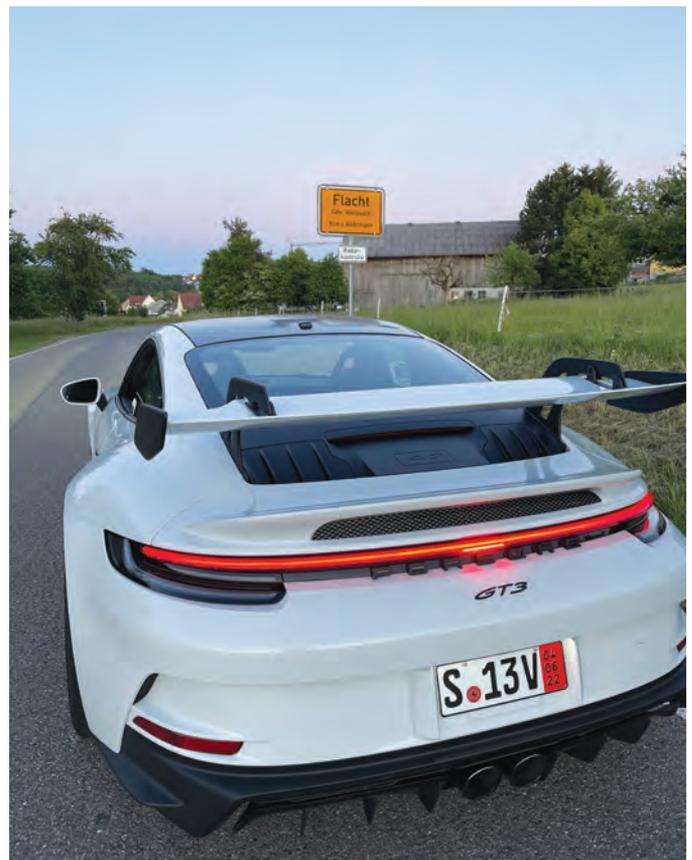
As I was driving back to Stuttgart to drop the car off the following morning for shipment to Baltimore, I decided I would try to find the Porsche Motorsport Development Center in Flacht, a small village located in the countryside less than an hour from the factory in Stuttgart. I had seen a charming promotional video from Porsche introducing the 991.2 GT3 ("Born in Flacht" <https://www.youtube.com/watch?v=2aFf30jy0b4>) and had read articles about Flacht including interviews with Andreas Prüniger, whose team designs the GT cars there.

I had toured the Porsche factory in Stuttgart but was intrigued with the idea of Porsche's most famous racing cars, and homologation cars like the GT3 RS, being designed in a rural village few people have even heard of. I wondered why it was there, what the complex looked like, and how it fit into the community it had been a part of since the early 1950s. With a few hours left on the last day of my trip, I set out to find Flacht.

After several false starts – it turns out there is more than one Flacht in this part of Germany – I found the right town and asked locals for directions to the Porsche motorsport center because there were no signs. It was Sunday and there were no guards (or anyone else) there when I arrived, and the facility was closed and fenced off, although you could see a number of buildings (some of which are quite new) in the distance. It was located in a rural area just outside the village of 3,000 residents. The complex is connected to a much larger development and testing center for Porsche cars in the neighboring village of Weissach, and they share the same track.

A couple of minutes after I arrived, a man named Tony Hatter, out taking a walk after dinner, came over when he saw me and the new GT3. As luck would have it, he had just retired after designing Porsches at this location for the past 34 years! We talked until it was nearly dark and he told me how the motorsport development center ended up in Flacht, the relationship between Flacht and Weissach, how he had always wanted to design cars for Porsche, what it was like to work there, the cars he had helped design (including the 992 GT3 I was driving), and the work done in the different buildings we were looking at.

Given my interest in Porsche's GT cars, it was a fascinating experience and although the facility was closed (and probably rarely open to visitors), it felt like I was getting a guided tour of the exact location where Porsche has developed its highest performance sports cars for the past 70+ years. What a perfect end to my European Delivery experience!



The modern building on the left is a recently completed parking garage that looks strikingly similar to one at Mercedes' development center in Stuttgart. Due to COVID and people working at home, this parking facility has hardly been used.

Both Porsche facilities at Flacht and Weissach are in a very rural setting just outside of the towns.



The quaint town of Flacht: I got here late in the day, after I put Flacht in the GPS and ended up going to a different Flacht, north of Frankfurt, about two hours away from the correct one. Fortunately it stays light until nearly 10 pm in Germany in late May.

JULY
2022



New Potomacans

SIRAJ ALI

2018 718 Cayman
from Fairfax

JAMES BROWN

1991 944 S2 Cabriolet
from Hyattsville

SAM DAVID BROWN

2007 911 Carrera
from Silver Spring
Transfer from Los Angeles

CHRISTOPHER CHILDERS

2014 Cayman
from California

MATT HALEY

1997 Boxster
from Stafford

WILEY HODGES

2020 Taycan Turbo
from Chevy Chase
Transfer from Golden Gate

MOHAMED KARAMA

2002 911 Targa
from Potomac

CHARLES KIM

2020 911 Carrera
from Ashburn

TERRY KREBS

2023 718 Cayman
from Woodbridge

JEREMY LEFF

2005 Boxster
from Warrenton

WINSTON LUKE

2000 Boxster S
from Bowie

CERELINA MARATAS

2018 Macan
from Gaithersburg

WILLIAM PATCHAK

2005 Boxster
from Sterling

JAMES POTTER

2008 911 Carrera
from Washington
Transfer from Metropolitan New
York

DAVID RUBIN

2009 911 Turbo
from Fairfax

PETE RUSSELL

1962 356 Karmann Hardtop
from Springfield
Transfer from Monterey Bay

EMIN SARIPEK

2015 Macan S
from Alexandria

JEFFREY SIMS

1981 911 SC Targa
from Lake Frederick

MARK THORPE

2018 911 Carrera T
from Sterling

KEITH VETRENO

2020 911 Carrera 4 Cabriolet
from Great Falls

JOHN WESSON

2008 Cayman S
from Potomac

JEROME WILLIAMS

2022 Panamera Turbo S Executive
from Gainesville

TIMOTHY YOUNG

2022 Macan S
from Prince Frederick

LOWELL ZETA

2021 911 Carrera 4
from Arlington

NEW MEMBERS = 24



At PorscheFest '22, many members brought family along to see, and hear a fantastic array of Porsches. David Valeri, who took the front cover photo this month, included his son, Ethan, in this wonderful photograph.



PCA Potomac Anniversaries

**AUGUST
2022**

45 YEARS

Stephen & Christine Heyse

40 YEARS

Joseph & Lynda Mayberry
Dean & Carroll Drewyer

35 YEARS

Michael & Greg Anikeeff
James & Kathleen L. Carr
William Locke

30 YEARS

Tony Joe & Sharon Green Joe
Robert Manka

25 YEARS

Patrick & Shari Marsden

20 YEARS

Gillian Price & Jake Morton
John Tsaknis & Theresa Oliva
Christopher Osborne
Brian Peters & Alicia Lynn
Michael Shah & Faith Pettit-Shah

15 YEARS

Eric & Patricia Widra
Hans Mulberg
Paul Kravetz
Stephen & Caelan Shoop

10 YEARS

George & Pamela Hovis
James & Cynthia Brady
Christopher Arantz & Zoe Sherman
Robert Graham & Sandra Facinoli
James Mcalary & Tara Bradburn

Lonnie Carey

Greg Strimbu

Seth Potack

Orlando Carrasco

Gary & Yolanda Ngo

Woodrow Willey

5 YEARS

Melvin Newell

Patrick & Christopher Mansky

John Palmucci

Brian Kennedy

Stephen Heare

Ben & Jamie Musgrove

Tessa Hall

Nick & Rachel Whitehill

Lucien & Demi Lewin

Daniel Mcginn

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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ROCK THE SUMMIT 2022



BE THERE FOR THE ACTION!

16-18 September

Summit Point Motorsports Park

Friday: Practice and Qualifying

Saturday: Sprint Races All Classes and Vintage

Sunday: Enduros All Classes, Vintage Sprint Race



Charity Events

- On-Line (Silent) Auction
- Charity Laps



Other Fun Stuff

- See race-prepared cars representing more than 50 years of Porsche history
- Espresso Drinks for the early birds
- Snow Cones

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JOIN PCA

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

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Drivers' Education with free Tech Inspection for members, Concours, Drive n' Dine, Autocross, Rallies and other social events.

To join the PCA, visit pca.org/user/join/membership



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