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Spring has Sprung, and so has driving season!



Steve Grumbach
Editor

Forgive the familiar analogy, but it fits: as the blossoms return, so too does the full bloom of Potomac's calendar.

Across this issue, you'll see it everywhere, members back on the road, bringing their cars out into the warm spring light, framed by dogwoods and cherry trees that only weeks ago stood bare through winter's deep freeze. What had been dormant is now very much alive again, and with it, the shared rhythm of drives, gatherings, and time behind the wheel.

Several of our talented photographers captured that moment perfectly. Their images place Porsche and season side by side, cars set against Washington's iconic blooms, a quiet but unmistakable signal that hibernation is over. Time to bring them out and get going.

That energy carries straight into the weeks ahead. From the Deutsche Marque Concours at Silo Falls to Spring Drive & Dines and beyond, the calendar is filling quickly with the kinds of events that define this club: well-driven roads, good company, and a strong sense of community and fellowship.

Correction: The photos for the Spring Autocross School, as shown on pages 16 and 17 of the March issue of DV, should have been credited to Jordan Strait. My apologies; thanks, Jordan. **DV**



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Concours or bust!

Welcome to Spring! As you all will see, this issue is dedicated to highlighting all the great events we have coming up this Spring and into the Summer. Come out and join your friends for some real fun, and if you haven't already participated much in Club events, please come out to meet new friends – I guarantee you a lot of fun and camaraderie!

Speaking of trying new things, last weekend I participated (as a "competitor") in my first Concours – The Deutsche Marque Concours at Silo Falls, near Olney, Maryland. It was a bit chilly and windy early on, but it turned out to be a beautiful day to be outside with friends and Porsches (and BMW's and Mercedes).

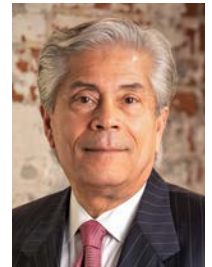
You may have noticed that I put "competitor" in quotation marks just now. That is because I'm pretty sure I finished in last place in my class! Most of you know that my background in the Club revolves around track events (Drivers Education and Club Racing), so I'm not all that familiar with the rules and customs of Concours. I was speaking with Kenny (if you don't know who Kenny is without me referring to his last name, then you need to call me now!) yesterday, sharing my experience with him. I told him how I had vacuumed the interior of my car the night before in the dark, so when I arrived at the venue the next morning and got out of my car, I saw all kinds of little pieces of grass and dirt on the carpets – oh no! I also didn't know to take out my radar detector and a pack of gum in the side pocket. Needless to say, our fine and very hard-working judges (Steve MacKellar, Percy White, and Paul Johnston didn't need to spend too much time judging my car due to all the egregious violations.



Don's 2020 GT4.

Of course, I also need to recognize our illustrious Concours Chair, Paul Vessels (Percy White is also our Vice Chair). It is a huge amount of work to put these events together. Please accept my plea to help these guys. We could especially use more judges, so keep an eye out for an announcement about an upcoming class to train new judges. The work is MUCH more manageable with more judges.

Also of note: We had 45 cars registered (many more hanging out to see the cars and the people), of which 14 told us this was their first Concours event. This turnout was amazing, and everyone had a great time, so sign up for something new today! DV



Don Mattran
President

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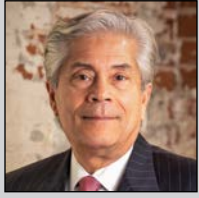
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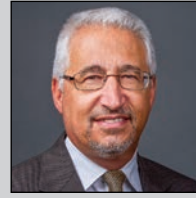
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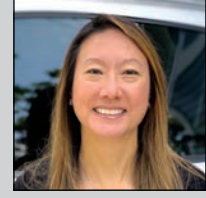
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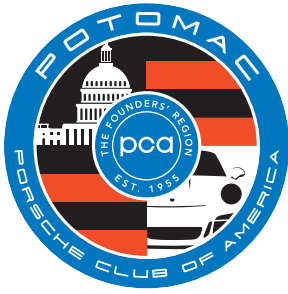
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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

MAY



23 DE: Tech Session for Watkins Glenn, Porsche Chantilly, Chantilly, VA



30 Autocross: PCA Potomac Autocross #3, Summit Point – Washington Circuit, Summit Point, WV

JUNE



5-7 DE: Potomac's Watkins Glen DE Watkins Glen International, Watkins Glen, NY



6 Social: Virginia Monthly Brunch, Firebirds Wood Fired Grill, Gainesville, VA



14 Autocross: PCA Potomac Autocross #4, Summit Point – Washington Circuit, Summit Point, WV



15-17 Drive & Dine: Wild Wunderbar Getaway, Stonewall Resort, Roanoke, WV



20 Social: Maryland Monthly Brunch, Irish Inn, Glen Echo, MD



27-28 DE: Potomac's Shenandoah DE, Summit Point - Shenandoah Circuit, Summit Point, WV

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CLUB ANNOUNCEMENT

Open Club Leadership Roles

The success of our region is largely driven by our amazing volunteers. Helping friends and new members to learn skills and insights into our Porsches - while creating a fun place to be at the weekends - is enormously rewarding.

We have several open leadership positions. Reach out to the following to find out more:

- **Rally Committee Member,** Contact Don Mattran, president@pcapotomac.org

As the saying goes, volunteers don't get paid, not because they're worthless, but because they're priceless!

Thank you, all program leaders and volunteers. You make Potomac the best PCA region in the country.

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.

VIRGINIA

First Saturday of each month, 11:00 am
Firebird's Wood-Fired Grille
14020 Promenade Commons St.
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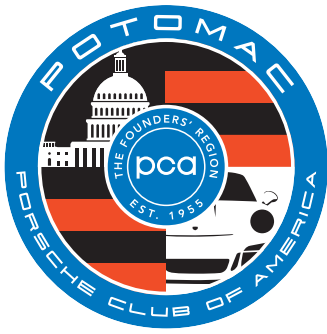
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POTOMAC PROGRAM HIGHLIGHTS

CONCOURS

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42ST DEUTSCHE MARQUE CONCOURS D'ELEGANCE AT THE MANOR AT SILO FALLS

STORY BY **PAUL VESSELS, CONCOURS CHAIR**

PHOTOS BY **PAUL, STEVE GRUMBACH, KADEN WATKINS-FLEISHER, AND TED HOVIS**

The National Capital Chapter of the BMW Car Club of America (BMW CCA), the Greater Washington Section of the Mercedes-Benz Club of America (MBCA), and PCA Potomac jointly held the 42nd Annual Deutsche Marque Concours d'Elegance on the grounds of The Manor at Silo Falls, Brookeville, Maryland.

As the dawn broke over the field at the Manor at Silo Falls, it was evident that we would have a clear but brisk day. We'll Take It! Given that the last two years the Deutsche Marque Concours was held under cloudy skies and off-and-on rain, this weather was more than welcome. Evidently,

the membership of each of the three clubs felt the same, as registrations began to pour in during the last week prior to this year's showing of Deutsche Marque, resulting in over 100 cars between the three marques on the show field this year. This does not count the cars allowed on the field for the corrals, nor the others dotting the parking lot, and those staged for display around the buildings. All in all, it was a great turn-out with some spectacular hardware – some of the more notable included the 54 Mercedes-Benz 300S, once owned by Judy Garland, BMW E30 Alpina C3, and a Maritime Blue 968 Club Sport!



Photo by Ted Hovis.



Photo by Paul Vessels.

Overall, Porsche showed up in force and met the annual challenge set by BMW and Mercedes to see who had the most cars present. With a final count of 45 registered participants representing most models across the marque, with the exception of Cayenne, Macan, Panamera, and Taycan.



Photo by Ted Hovis.



Photo by Kaden Watkins-Fleisher.



Photo by Kaden Watkins-Fleisher.



Photo by Steve Grumbach.

Although we were significantly short on judges and other personnel for registration and directing of car placement, those who volunteered were a bit overwhelmed but cheerfully got the job done... and I truly thank these guys. We awarded ten classes with first-, second-, and third-place finishes, and presented three grand awards: Judge's/Chairman's Choice, Most Significant Porsche, and, of course, Best of Marque!

I'd like to thank all the volunteers who jumped in to help with registration and directing cars to the proper positions on the field, the judges, who had a monumental task this year, and those who helped tally the scores to determine the winners. Without you, this event doesn't function!

Additionally, the staff at Silo Falls was very welcoming and provided breakfast sandwiches and coffee in the morning, as well as a delicious BBQ beef brisket for lunch. Of course, if neither of those were to your liking, one could simply stroll inside and enjoy whatever they desired from the Manor's extensive menu. Obviously, many event-goers figured this out, as the early-afternoon wait times were up to an hour to be seated. I promised the Manor they would be overwhelmed, but even I did not expect the turnout we had. These good folks are looking forward to hosting us again next year!

Until then, keep the shiny side up! DV



Ron Davis' 1964 356C placed 3rd in class. Photos by Steve Grumbach.



Photo by Ted Hovis.

2026 DEUTSCHE MARQUE CONCOURS RESULTS

356 (ALL YEARS)

- 1st Place: John Greer, 1959 356 A
- 2nd Place: Pete Russell, 1962 356 B Karmann Notch Back
- 3rd Place: Ron Davis, 1964 356 C

EARLY AIR COOLED 911 (64 - 77)

- 1st Place: Brian Hart, 1965 912
- 2nd Place: Lee Daniels, 1972 911 T

914 (ALL YEARS)

- 1st Place: Ellen Beck & Bob Gutjahr, 1970 914-6
- 2nd Place: Gary Sidel, 1976 914

MID AIR-COOLED (1978 - 1989)

- 1st Place: Keith Segerson, 1989 Carrera Cabrio
- 2nd Place: Kenneth Stavenjord, 1984 Carrera (491)
- 3rd Place: Paul Gentile, 1983 911SC

LATE AIR-COOLED (1990 - 1998)

- 1st Place: Greg Brown, 1997 993 Twin Turbo
- 2nd Place: Steve Hunt, 1993 RS America
- 3rd Place: Marco Rojas, 1997 993

924,944,968, 928 (ALL YEARS)

- 1st Place: Percy White, 1990 944 Cabrio
- 2nd Place: Jason Angus, 1993 968 Club Sport
- 3rd Place: Thomas Haag, 1991 944 S2

MODERN 911 (1999 - 2011)

- 1st Place: Stephen MacKallar, 2026 992.2
- 2nd Place: Brian Graham, 2024 992
- 3rd Place: Glenn Havinovski, 2024 Carrera T

BOXSTER/CAYMAN (ALL YEARS)

- 1st Place: Thomas McInnes, 2006 Caymen S
- 2nd Place: David Dukehart, 2022 Boxster
- 3rd Place: James Henry, 2013 Boxster S

OUTLAW/MODIFIED (ALL YEARS)

- 1st Place: Duc Nguyen, 1976 Porsche Kremer 935 Tribute
- 2nd Place: John Woods, 1979 930 Turbo
- 3rd Place: Phil Ackley, 1979 930 Turbo Ruf mod

DISPLAY /PEOPLE'S CHOICE - ALL YEARS AND MODELS

- 1st Place: Bill Catron, 1980 911SC
- 2nd Place: Larry Frazier, 1965 356 C
- 3rd Place: Steve Freishtat, 1987 911 Carrera

POTOMAC PROGRAM HIGHLIGHTS



Photo by Ted Hovis.



Ron Davis and Bill Tate enjoy the assembly of Porsches and fellowship at the show. Photo by Paul Vessels.



Photo by Ted Hovis.



Photo by Ted Hovis.



Phil Ackley's RUF modified took 3rd place in the Outlaw/Modified class. Photo by Ted Hovis.



Khuma, a beautiful Akita, had a ruff day at the show! Photo by Paul Vessels.



A Mercedes judge scrupulously examines a beautiful 300 SL. Photo by Kaden Watkins-Fleisher.



A beautiful Cinnabar Red E24 M6. Photo by Ted Hovis.



Photo by Ted Hovis.

DRIVE & DINE



DRIVE AND DINE TO MIMSLYN INN

STORY BY **JIM MOSER**

PHOTOS BY **ANDREW CASTILLA, ACASEPHOTOGRAPHY.COM**

The 2026 Drive & Dine season kicked off on April 4th. With great weather in the forecast, it was the perfect day for an early spring drive. Forty-six Porsches and 81 participants gathered to embark on a return trip to the Mimslyn Inn in Luray, VA. The rally point was in Haymarket, VA. Prior to departure, Potomac President Don Mattran addressed the group. The first of four drive groups departed at 9:50 a.m., and we were off. The driving route was 59 miles to The Mimslyn Inn, and it took approximately 90 minutes with no intermediate stops. The route consisted of three distinct driving environments through the counties of Prince William, Fauquier, Rappahannock, and Page: the two-lane John

Marshall Highway to Marshall, VA; rural two-lane country roads past Flint Hill and Little Washington, VA, and finally, State Route 211, past Skyline Drive at Thornton Gap and down the Blue Ridge Mountains on twisty roads towards Luray. The latter was a particular highlight. After a long winter, people enjoyed the beautiful early spring foliage along the way.

It is interesting to observe members of the public admiring our many Porsches when parked or in motion on the roads. Indeed, those of us in driving groups can catch satisfying glimpses of the Porsches ahead or behind us on gentle curves or hills.



A beautiful spring day for a scenic drive; the groups wind their way through northern Virginia's horse country on the way to Luray.



The group enjoyed lunch in the Inn's Blue Ridge Room.



Groups depart the rally point in Haymark.

Ample parking was available at the Mimslyn Inn. Several early arrivals were fortunate to grab one of the handful of spaces directly in front of the Inn, where their Porsches would be on prominent display for visitors to the Inn.

Lunch was served in the beautifully appointed Blue Ridge Room, where everyone was treated to a three-course meal consisting of a green salad, a choice of entree (beef tenderloin, salmon, or ravioli), and dessert (chocolate torte or cheesecake). A cash bar was open for two hours during our stay.

Some participants chose to extend their experience by booking a room for an overnight stay. Steve and Lynn Cook, along with Cassidy Schmitz, hosted those who chose to extend their stay at the boutique Meeting House with snacks and the NCAA Men's Basketball Final Four games.

Everyone seemed pleased with the entire Mimslyn Inn tour experience. The tour will be high on the list for Drive and Dine events next year.

Thanks are due to all the volunteers, including the tour hosts, Jim and Gina Moser; drive group leads; sweeps; navigators; and Acastphotography. DV

COMMUNITY SERVICE



Caption.

ANNOUNCING THE 2026 PCA TOOL SCHOLARSHIP AWARDEES

STORY BY **MARCIE CALCAGNO, COMMUNITY SERVICE CHAIR**

PCA Potomac is excited to announce the recipients of this year's Tool Scholarship. Franziska Herrmann, Lauren Lamken, and Sami Abushaikha, graduating students from the Montgomery College Automotive Technology Program in Rockville, Maryland, with a well-earned Associate's degree in Automotive Technology. All demonstrated a dedication to the automotive industry and academic excellence while also pursuing additional certifications to further their careers. They were presented with the scholarship awards on May 4, 2026. The scholarship recipients expressed great appreciation and enthusiasm for the tool scholarship, which will help launch their careers as Automotive Technicians. As Montgomery College students in the Automotive Technology Program, Snap-On Tools matches the Tool Scholarship award from PCA Potomac, doubling the impact of this scholarship for these future automotive technicians.

Professor Mike Carretta, Director of the Montgomery College Automotive Technology Program, spoke of the Tool Scholarship recipients as dedicated to the automotive technology field, working in the field, and achieving academic success.

Thanks to the generous donations from PCA Potomac members, over \$3,000 was raised for this community service endeavor. We look forward to this continued partnership with Montgomery College, including the annual award of the Tool Scholarship(s) and collaboration on future automotive-related activities.

Congratulations to the Tool Scholarship awardees and to the generous PCA members who made this scholarship possible. DV



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Left page: The RS adding some European charm to picturesque Old Town Alexandria.

Left: Tarek with his 964 Carrera RS.

“The steering was alive. Every input had a direct response. There was no separation between driver and machine. You were at one with it.”

FROM CHICAGO TO HOME

A EURO CARRERA RS JOURNEY

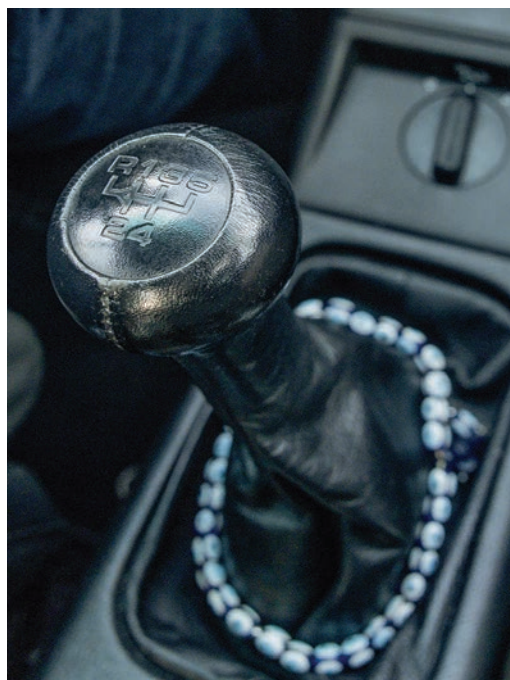
STORY BY **TAREK SHAMOUNKI**
PHOTOS BY **TED HOVIS**

On a cold but clear November morning in 2023, I boarded a one-way flight to Chicago with the intention of buying a European legend that never officially made it to the United States and driving it home. Even writing that now, it still feels like a leap of faith. A 30-year-old car, sight unseen beyond photos and conversations, and a long drive ahead. But after speaking at length with the previous owner and his mechanic, I felt something beyond confidence. It was a quiet conviction that this was a moment I should not pass up. Some opportunities feel logical. Others feel personal. This one felt personal.

The car was originally from Düsseldorf, Germany, and later imported to the U.S. by a well-known Porsche dealer before finding its way to a private collector in Chicago. When it eventually surfaced on an online auction platform, it fell short of reserve, but that moment opened the door for me to private message the owner. After connecting with the owner, we had a few months of conversations before we ultimately agreed on a price.

I landed early that morning and took the Chicago underground to the seller's downtown home, hoping to avoid traffic and get straight to the car. When I arrived, he was waiting in his garage. There it was, a European delivery Guards Red 964 Carrera RS, sitting quietly next to a modern 992 Carrera. Two very different interpretations of the same lineage. He explained that Chicago's pothole-ridden streets had kept him from driving the RS as much as he would have liked. He acknowledged that it deserved better roads and more use, which meant another caretaker. Standing there, the word "caretaker" stayed with me, not "owner".

It is something often said in the Porsche world, but in that moment, it felt real. I still could not quite believe that the caretaker might be me. After a brief walkaround and a quick test drive, the seller and I grabbed a coffee and talked Porsches, past cars, shared experiences, and what makes certain cars stay with you long after the drive is over. Not long after, I found myself pulling away in the RS, beginning the long drive home.



Left page, clockwise from top left: **Photo 1** Lightweight aluminum hood. Break ducts feed air to the uprated braking system sourced from the 964 Turbo. **Photo 2** Lightweight magnesium Cup wheels and larger cross-drilled rotors. **Photo 3** The RS's spartan interior is all business. There is nothing to add weight or starve power. No radio or A/C. An RS logo on the steering wheel reminds you that you are driving something special. **Photo 4** Lightweight RS doorcards with textile door pulls. No power windows. **Photo 5** No rear seats and lightweight RS carpets. **Photo 6** Lightweight fixed-back sport bucket seats with an RS specific upholstery pattern. No heated seats here. **Photo 7** Speed and distance are measured in kilometers. This RS has only covered a little more than 59K kilometers. **Photo 8** 5-speed manual transmission with close-ratio gears and a lightweight single-mass flywheel. **Photo 9** Powered by a blueprinted 260-hp, 3.6-liter air-cooled flat-six engine.



The Porsche 964 Carrera RS (Euro-spec) is a stripped-down, lightweight homologation special produced between 1991 and 1992. Designed for purists, it weighs roughly 2,706 lbs, 286 lbs less than a standard Carrera 2.

THE FIRST THING I NOTICED WAS THE SOUND.

The single mass flywheel chattered loudly at idle, like a bucket of nuts in a tin can. At first, it caught me off guard. For a moment, I questioned it. But then I remembered what I had heard from others. This was part of it. Part of what made the car unique. Before long, it stopped sounding strange and started sounding just right.

THEN CAME THE REST.

The way the lightweight bucket seats wrapped around me, holding me in place in a way that felt intentional. The immediacy of everything. The sense that this was not just another 911, but something far more focused. There was no radio. I had packed a small speaker for the drive, but in a rush that morning, I had left it behind. At first, I was frustrated. It was going to be a long drive with no music. But as the miles passed, I realized I did not need it. The soundtrack for the journey would be the RS itself, and what a soundtrack it was! The car felt and sounded raw, unfiltered in a way that is increasingly rare. There was very little sound deadening between me and the engine. Every mechanical noise, every vibration, every intake and exhaust note came through. Nothing was hidden. Nothing was softened.

THE RS DEMANDS YOUR ATTENTION.

And in return, it gave something back. A kind of presence that is hard to describe, but impossible to ignore. I took it easy at first, navigating Chicago's streets carefully, dodging potholes and scanning for salt. Fortunately, the roads were dry, and the weather held steady. Everything felt tight. The clutch was heavier than that of a standard 911 and demanded intent. The steering was alive. Every input had a direct response. There was no separation between driver and machine. You were at one with it.

THE JOURNEY HOME.

Once I reached the open highway, I began to stretch the car's legs. At some point, without really noticing when, the car and I settled into a rhythm. The kind where the sounds, the movements, the feedback all start to make sense. The RS came alive at speed. It felt planted, eager, and composed. It simply felt more natural there, settled and in its element. Back home, my wife and two boys were tracking my progress, watching the little dot move steadily across the map. At one point, they told me I was making great time and might be home before they went to bed. I remember thinking about that as the miles passed. Not the time, the moment. Nine hours after leaving Chicago, I pulled into our driveway. I still have a video my wife took from my son's bedroom window. The sound of the engine builds as I come up the driveway, and then you hear it, the kids cheering, "Daddy is home." It is a simple moment, but it is one I will never forget.



WHY A EURO 964 RS?

For me, the RS also represented a culmination of years of Porsche ownership. I had started with a 1974 911S, eventually moving to a 1973 MFI 911T. Each step had been a progression, but also a lesson. Learning what I valued. Learning what stayed with me. Like many enthusiasts, I had always dreamed of owning a 1973 Carrera RS. But as values climbed and availability tightened, that dream felt more distant. At some point, I realized it was not just about owning that exact car. It was about what it represented. That is what led me to the European spec 964 Carrera RS. Built in the early 1990s as a lightweight, driver-focused evolution of the 964 platform, the RS carried forward the philosophy of the

original 1973 Carrera RS: less weight, fewer luxuries, and a sharper connection between driver and machine. It has thinner glass, reduced insulation, a simplified interior, and everything served a purpose. Unlike the RS America offered in the United States, the European RS stayed true to that intent, closer in spirit to Porsche's motorsport roots. And yet, to most people, it goes unnoticed. At local gatherings, I have had people walk past it without a second glance, assuming it is just another 964 Carrera 2. Only those who know, those who recognize the subtle details, understand what it is. There is something I have come to appreciate about that. It does not need attention. It just needs to be driven.



Tarek Shamounki with cousins Shamon Shamonki and Malek Meshki beside their Porsches at sunrise in Maryland, moments before the Friday morning drive to Luftgekühlt.



Tarek, Shamon and Malek in front of the legendary orange Jägermeister Porsche 962C at Luftgekühlt, one of the weekend's most unforgettable displays.

AN EPIC FIRST ROAD TRIP!

Since then, the RS has taken on a life far beyond that drive. It has become part of our family story. One of the most meaningful chapters of that story came this past October, when I had the opportunity to attend Luftgekühlt in Durham, North Carolina. All three of my air-cooled 911s were accepted: the RS, a 993 Turbo, and a 1971 911E. There was only one way to do it. I called my cousins, both Porsche enthusiasts, and invited them to join me. They flew in from Los Angeles and Toronto, arriving late Thursday night. Early Friday morning, the three of us set off, each in a different 911, heading south through the Blue Ridge Mountains. It was more than a drive, it was time we rarely get anymore. Three cousins, three cars, one road. The air was crisp, the roads were empty, and the sound of three air-cooled engines echoed through the mountains. We stopped at a small brewery for lunch, surrounded by fall colors and the quiet rhythm of conversation. Along the way, the cars drew attention in the best possible way, not because they demanded it, but because they belonged. The weekend itself passed quickly. Incredible cars and passionate people. But what stayed with me was not the event, it was the drive, the conversations, and the shared experience.

A FAMILY LEGACY IN THE MAKING.

I have owned other Porsches, including a 993 Turbo, a car that delivers refined speed and comfort in a way the RS never attempts to. But that is exactly why the RS stands apart. The RS is not about refinement. It is about connection. Every time you press the throttle, you feel it. The sound, the vibration, the immediacy. It pulls you in and asks you to be present. And in a world that moves as fast as ours does, that might be the most valuable thing of all. In the end, the most important part of this car is not its rarity or its performance. It is what it has given me. Moments with my kids. Time with my cousins. Memories that feel bigger than the car itself.

The smell, the sound, the feeling of being completely there, behind the wheel, with nothing else competing for your attention. Those are the things that stay with you. Hopefully, one day, they will become part of my kids' own stories, in their own way, with their own passions. Because in the end, the car is just the beginning. DV





Left page: Hunting Island State Park drive through the Palmetto Forest.

Left: Montage Palmetto Bluff Inn.

PCA TREFFEN LOW COUNTRY

STORY BY **CHARLES MANDOLIA**

PHOTOS BY **LEROY MILLS AND MIA WALSH**

Treffen Low Country: The Low Country is Coastal South Carolina and Georgia, including Charleston, Savannah, and Hilton Head. Chosen as the Treffen trip headquarters, Montage Palmetto Bluff Resort sits within a twenty-thousand-acre natural preserve of ancient live oaks, towering pines, and coastal wetlands. Transformed into rice paddies, those wetlands yielded antebellum fortunes from cultivating “Carolina gold”.

The Montage itself is an old-style resort nestled along the banks of the May River, with a beautiful main building that recalls a white-painted southern mansion, Low Country-style cottages, and beautiful estate homes. A wonderful site for a Porsche gathering.

The resort staff was superb and unvaryingly friendly, offering a smile and a greeting at each encounter. The meals were excellent: breakfast and dinner were served buffet-style, with a wide array of choices, including dishes from Low Country culture. The rooms were graciously appointed in the style of high-end resorts, and the grounds and facilities were immaculate, with water features that supported a healthy alligator population.

Who was there? Several hundred dedicated PORSCHE people. Camaraderie among them was at full bloom. People were happy to introduce themselves and get acquainted with whomever sits at their table during the communal breakfasts, dinners, and cocktail hours blanketed with friendliness.



Lowcountry Visitors Center at Historic Frampton House.



Hunting Island State Park Light House.



Owner Jason Smith from Iowa brought a rare Singer 911 (1964).



Treffen are about the driving AND the food. This group dinner at Montage Palmetto Bluff along the tidal river was one of many scenic dining events of this year's spring Treffen. Treffen participants recall the day's driving adventures through the scenic South Carolina low country.

Mostly people of a certain age. Long-time PORSCHE devotees, many of whom have attended prior Treffen and Parades. Affable smiles, handshakes, or fist bumps followed by a “where are you from” and “what are you driving?”. Club members from most of the country, some having driven several thousand miles. And a small contingent of POTOMAC representatives. The perfect opportunity to make new acquaintances and renew old friendships.

And when does a parking lot look like a Porsche Concourse? When it is full of beautiful, sparkling clean Carreras, Boxsters, and Caymans, with the odd Cayenne or Macan mixed in, and colors to satisfy the palette of every paint-to-sample enthusiast. Plus, there was a car wash station available to remove highway dust and springtime pollen. And what to do with our days? Drives through the beautiful low country, led by members of the local club, to historic sites and downtown Savannah, and all serving to deepen our appreciation of this unique region.

So: four nights in a wonderful place with Porsche people from everywhere having fun together. What could be better? Sign up for a Treffen, and it will bring (as the Pullman porters used to say) “Miles of Smiles”. DV

MEMBER ONLY

RAFFLE

1ST GRAND PRIZE:
2026 PCA 70th Anniversary
CLUB COUPE
+ \$60,000 CASH PRIZE



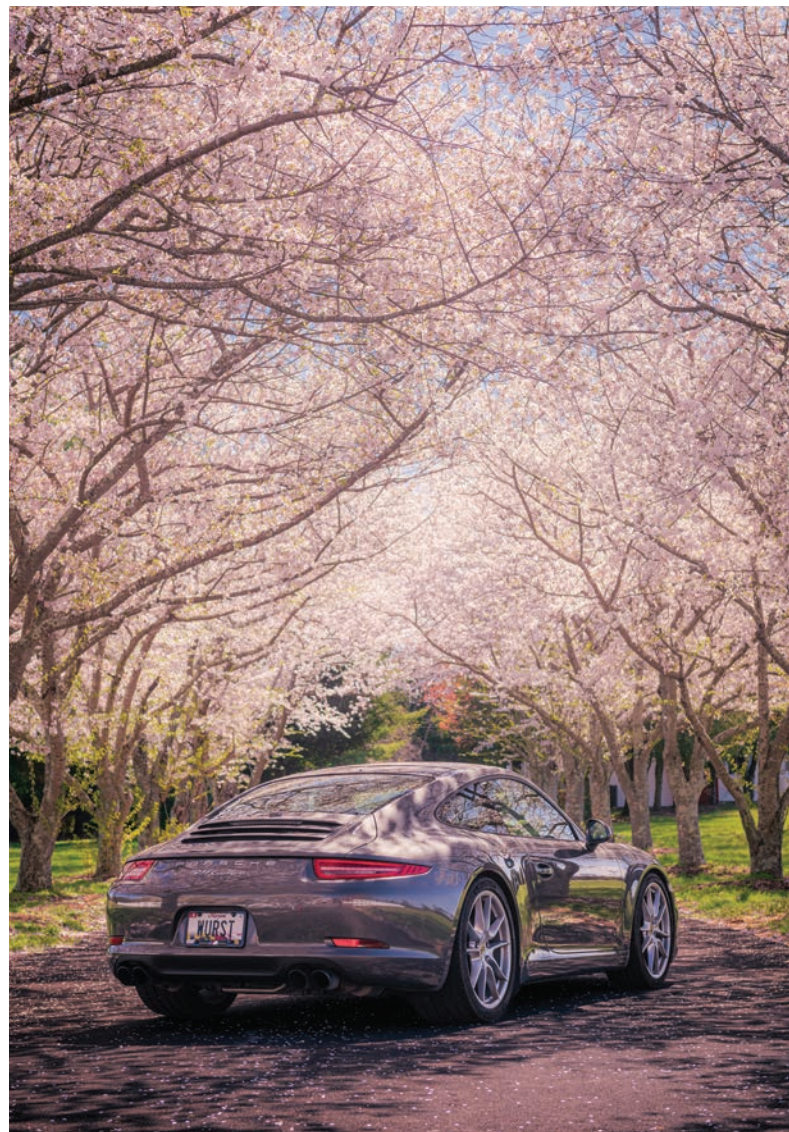
2ND GRAND PRIZE: 2026
911 CARRERA
+ \$40,000 CASH PRIZE



Scan code or
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for more details
and official rules:
www.pca.org

ENTRY DEADLINE: June 1, 2026
WINNER ANNOUNCED: July 31, 2026
Multiple winners anticipated

Additional prizes after first grand prize
are based upon number of entries
as outlined in OFFICIAL RAFFLE RULES



Left page: Scott Bowen's Carrera framed by cherry blossoms. Photos by Scott.

Below: Peak bloom and Paul Johnston's 718 Cayman S. Photo by Paul.

POTOMAC PORSCHE AND BLOOMS



MARCH
2026



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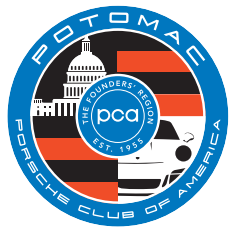


"Mini's Mission: Burn Rubber to Help Another," is a community-driven partnership dedicated to fueling joy and easing the financial burden for families battling childhood illness and disabilities. Led by Mini's spirit of kindness, we unite to provide high-octane racing experiences and the essential financial support needed to keep families on track during their toughest laps.

In 2010, Mini Tyrrell's life took a turn when his close friend Ella was diagnosed with a brain tumor. Witnessing her fight against childhood cancer inspired him to take action. What began as a friendship became a lifelong mission — to use his passion for racing to drive change for families fighting the same battle. To learn more about Mini's Mission, go to <https://www.minission.org/> Mini and his family are also PCA members!

PCA Potomac is joining this worthy cause to support children facing cancer. To make a donation to Mini's Mission, go to <https://msreg.com/minission>

**MARCH
2026**



NEW POTOMACANS

MARCH

SHONDELL COLLINS
2023 Macan T
from Chesapeake Beach

CLAUDIU DANCIU
2012 911 Carrera S Cabriolet
from Washington

ANDREW DESBIENS
2006 Cayman S
from Reston

SHANNON DONOVAN
2026 Macan S
from Fairfax

MICHAEL FRAGOLA
2022 Cayenne E-Hybrid
from Round Hill

RYAN GORDON
2013 911 Carrera S
from Burke

MICHAEL GROVES
1999 911 Carrera
from Arlington

BENJAMIN HENDERSON
2016 911 Carrera 4S
from Aldie

EDWARD HICKS
2008 Boxster S
from Potomac Falls

ELIN KANCHEV
2020 Cayenne Coupe
from Alexandria

ROGER LEITCH
2015 911 Carrera S
from Middleburg

DAVID LYNCH
2014 Boxster
from Bowie

DEVON MARCOUX
2019 Cayenne Turbo
from Washington

JON MEADOWS
2024 Macan S
from Falls Church

WINSTON MILLER
2021 Taycan
from Washington

LUIS MORALES
2015 Panamera GTS
from Stafford

VICTOR NGUYEN-LONG
2010 911 Carrera
from Arlington

PAUL PENDLETON
2014 Cayman S
from Annandale

DAVID PERRY
2013 911 Carrera 4S Cabriolet
from Washington

JOSEPH SANTINI
2024 Cayenne S
from Leesburg

PATRICK TEMBREULL
2016 Cayman GTS
from Fairfax

GEORGE THOMPSON
2008 911 Targa 4S
from Arlington

JOHN YANEKIAN
2014 Boxster
from Leesburg

ARIF ZOBARI
2022 718 Spyder
from Mclean

NEW MEMBERS = 24

MEMBERS TRANSFERRING TO POTOMAC IN MARCH 2026

DAVID A. CATE
1979 911 SC
from Burke

CHAUNCEY M. LEAGONES
2013 911 Carrera 4S
from Fort Washington

MARK SPURRIER
2001 911 Carrera
from MT. Airy

NELSON ELIAS
2003 911 Carrera Cabriolet
from Springfield

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MARCH
2026



PCA POTOMAC ANNIVERSARIES

MARCH

5 YEARS

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Jack Metzner
Cody Chenoweth
Gary Robertson & Trug Chappell
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Andre Abrantes & Vaida Butkute
Al Blocker
Sam Rathbone & Margie Chisholm
John Valdivielso & Kelly Vitrikas
Leon & Kimberly Bacon
Glendon Brown
Kevin Smith
Rahul Shah & Neha Bhuradia
Stephen Lu
Christian Murphy & Cloe Cha
Irfan Khalil
Michael & Sue Gottlieb
Christopher Ambrose

10 YEARS

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Eric & Patricia Trexler
Martin Yancey
David Pugin & Ed Kim
Avi Weitzman & Faly Brown
David & Chloe Edgington
Robert Watkins
Philip & Martin Manville
Neil Martin

15 YEARS

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Robert Wilt & Kimberly Klausing
David Moore
Kathleen Garrity & Holly Horn
Robert & Carolyn Morris
Javier Bu Soto & Alicia Villars
Rajiv & Jay Khandpur
Steve Ege
Danial Syed & Tubba Ali

20 YEARS

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Jack & Patrick Shayegan
Humberto Calvani

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30 YEARS

Raymond Williams

40 YEARS

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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 and adventure stories with your Porsche - foreign or domestic.
- First hand accounts of attending a motorsport event in which Porsches participated.
- 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 owners of vintage or historically significant Porsches (or a collection).
- 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.
- Your story of participating in a PCA national event, such as Treffen or Parade.
- 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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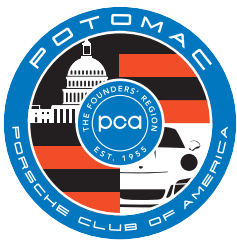
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MEMBER'S FOTO CORNER



George and Lisbeth Elliott's 2009 Cayman in Zion National Park on the way home from our 6,845 mile cross-country trip. The odometer tripped 100,000 just before we got to Nashville, TN. Photo by George.



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To join the PCA, visit pca.org/join-porsche-club-america

