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26

COVER PHOTO

It's a new year — let's get started!
An ignition key that matches
the Guards Red exterior of her
2015 911 Turbo S. Photo by
Anita Baarns.

BACK COVER

Fifty years after its introduction,
a 1973 ducktail Carrera RS 2.7
is the centerpiece of a special
exhibition, "Spirit of Carrera
RS", at the Porsche Museum in
Zuffenhausen. (Oct 2022)
Photo by Steve Grumbach.

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Learner's Permit



Steve Grumbach
Editor

My first driving experience after securing my learner's permit some 50-odd years ago was in a large church parking lot behind the wheel of a 1966 Plymouth Valiant with a three-on-the-tree manual transmission. Gasp — three pedals! It was a test of my father's endurance and patience as he tried to instruct me in the nuances of engaging the clutch to coax the car into steady forward motion without bringing a crunching end to the affair — while steering to avoid hitting the intermittent placement of light poles. (Actually, the location was in the parking lot of televangelist Rex Humbard's Cathedral of Tomorrow in Cuyahoga Falls, Ohio; doubtless, some degree of divine intervention contributed to my avoiding disaster.)

I did get better, although my wife Diane might beg to differ.

There are some parallels to that and my now assuming duties as Editor of dV. While I've been a contributing writer and photographer for a while now, it's sort of like watching someone else drive while being a rear-seat passenger. So please, have patience as I get my hands on the wheel.

I am blessed to join a high performing team at dV. John Mills brings more than thirty years of publishing and design experience, along with being a

real enthusiastic "car guy." The quality shows in everything he touches every month (which is A LOT). Mike Brady works smoothly and efficiently with the staff at our printer to shepherd each issue through the publication and distribution process to get it in your hands, often dealing with a last-minute time pressure "crisis" to keep us on schedule. (These often involve making embarrassing corrections, referred to in journalism circles under the highly technical term as an "oopsie.") You might have seen Mike piloting his lapis blue Boxster on track days at Summit Point; next time, give him a wave. And Joe Minarik works quietly behind the scenes as a copy editor to polish the words you see here; his ongoing contributions are highly valued. There is also a long list of regular contributors whose "bylines" frequent readers of dV will recognize; I look forward to also presenting several new ones who are beginning to find their voices. And finally, Alan French is never far away to keep me between the white lines.

I think I've learned this already while working on dV: A great story tells itself. If you are hesitant to submit a story due to concerns of your writing skills, don't be; there are folks who work behind the scenes to help you with that. Our focus is as much about documenting our region's

activities as it is telling stories of interest to our club members. If you think you have such a story, you probably do. So, send it in.

I care passionately about the aesthetic and visual presentation of dV — as much, if not more so, than the narrative content. But they go hand in hand. It's what separates the magazine as a long-form medium from, say, a website or blog post. As Rod Stewart sang, "So remember, every picture tells a story, don't it." We select images that complement the story, but regrettably some of the best ones don't always appear, often owing to considerations of available space and composition in layout. Every month is a juggling act, and sometimes we drop a spinning plate. But take heart — they are not discarded and may yet appear in a future edition in some other setting.

And most importantly, we are a vast and enthusiastic group with a host of interests that provide fertile material for stories. Of one thing I am confident: With the size, diversity, talent and breadth of the experiences of PCA Potomacans, combined with the rich range of activities in our region, I am not alone in getting those stories to you.

So, let's get going — together. And I'll try to avoid hitting a light pole. **DV**

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Rollin' into a New Year

Welcome to 2024! I hope you had a wonderful and restful holiday season. Our cars deserved a rest after an eventful year! Make sure you give them a little TLC though, as we have quite the exciting year ahead. Our program chairs have clicked the Sport Plus button this year and are providing even more exciting events than last season. We have expanded our Fun Run and Rally programs in response to their popularity, added new Drive and Dine events (Stonewall Resort in early June, to name just one), and a return to the 40th

anniversary of the Deutsche Marque Concours d'Elegance.

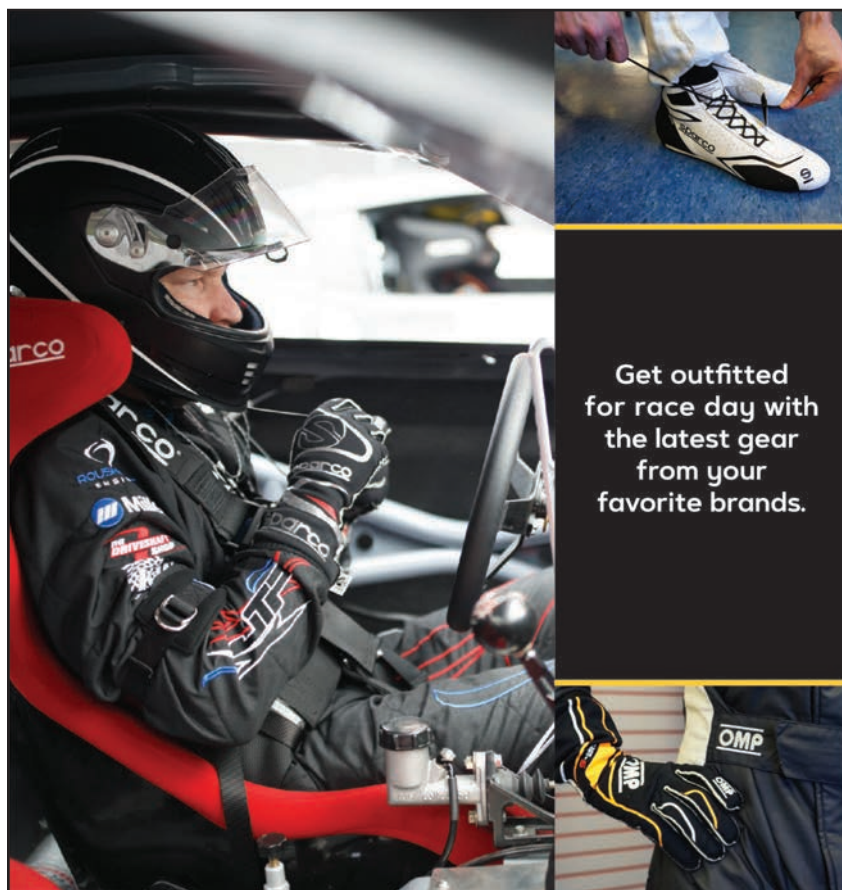
Our events would not be possible without the hard work and dedication of our program Chairs and their supporting committees. Without the effort and generosity of every single volunteer throughout the year, we wouldn't be one of the best regions in PCA (how else did you think we got our "Region of the Year" and multiple runner-up awards). I can't tell you all how much I appreciate what you do for our club.

Read on and you'll find articles detailing our programs, upcoming events, and all the exciting things we've got in store for the year.

Buckle up and get ready to hit the road (and track) in your beloved Porsches. See you out there! DV



Steve Bobbitt
President



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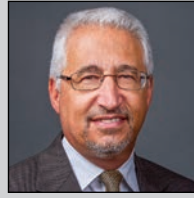
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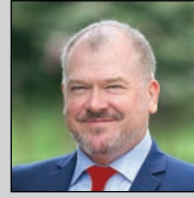
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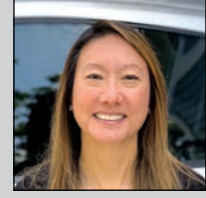
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2024 CALENDAR OF EVENTS

FEBRUARY



- 17** Rally: Colonial Cruise to the Presidents' Heads Run: Presidents Day Adventure! Porsche Silver Spring



- 17** Potomac's Maryland Brunch @ Irish Inn, Glen Echo, MD



- 24** Rally: Choco Shuffle Showdown Porsche Silver Spring

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.

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.
Gainesville, VA

Maryland

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

MARCH



- 2** Potomac's Virginia First Saturday Brunch @ Firebird's Wood-Fired Grill, Gainesville, VA



- 3** DE: Spring HPDC Jefferson, Summit Point



- 9** Annual Awards Banquet and Volunteer and Sponsor Dinner, Maggiano's Little Italy, McLean, VA



- 16** DE: Summit Point Tech Porsche Chantilly Chantilly, VA



- 16** Potomac's Maryland Brunch @ Irish Inn, Glen Echo, MD



- 23** DE: First Driver Education Main, Summit Point

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2024

The Year Ahead



How you enjoy your Porsche is as much a personal choice as decisions you've made as to color, model and features. Here's a look at choices you can make on what to do with your Porsche this year as a participant (or volunteer) in PCA Potomac program activities. Our program Chairs have laid out a busy plan of over 100 varied local events this year. So, whether you already have a favorite or want to try something

new, know that there is an array of opportunities to join like-minded members in our region. For the most up to date information, see the PCAPotomac.org Calendar for a detailed description on dates, locations and how to register.

And like a new Porsche order form, there are a lot of boxes to check... DV

AUTOCROSS



PROGRAM CHAIRS: BILL CONLEY AND JEFF GARY

Whether you're a seasoned pro or just dipping your toe into competitive motorsports, PCA Potomac Autocross is an excellent program for you. Autocross is a competitive, low-speed (up to 60 mph) driving event focused on vehicle handling, driver skill, and precision maneuvering. Each month, drivers navigate a unique course in a time trial to demonstrate their driving ability and try to snag the coveted Fastest Time of Day (FTD) honor.

Our season starts in April with events scheduled through October. Each event is included under the "Calendar" tab at PCAPotomac.org site and registration for each event is through [Motorsportreg.com](https://www.motorsportreg.com/) (MSR) (<https://www.motorsportreg.com/>).

We design each course to increase in complexity throughout the season; but each course is defined by familiar elements. The slalom (aka the pothole zig-zag), the traction circle (aka

the freeway onramp), and braking hard into turns (aka what happens when I don't listen to my GPS and must hit the brakes hard at the last split second). Autocross is a unique blend of competitive driving with skills that are both familiar, and sometimes useful, to normal street driving.

The Autocross program returns after a successful 2023 season, which saw nearly 70 drivers at each of its monthly events — including an increasingly diverse range of driver backgrounds and experience levels. The Autocross committee hopes to build on this success in 2024, bringing even more both new and experienced drivers to the pavement to drive, learn, and meet new and exciting people!

For new-to-Autocross drivers, the committee hosts an educational school at the beginning of the season. We hope to see you there! **DV**

CLUB RACE



PROGRAM CHAIRS: HENRIK OJIKUTU AND ALLIE CONLEY

PCA Potomac hosts a club race every year at Summit Point Motorsports Park, and this year's race weekend is September 13-15, 2024. The race is one event out of a series of 25+ races held annually by the PCA National Club Racing Program at racetracks across North America.

Our event attracts between 120-150 racers each year, and about 30% of these are from the Potomac Region. Racers must meet the national licensing requirements and prepare a Porsche car in accordance with the rules; if you are interested in becoming a PCA club racer, see <https://pcaclubracing.org/rules/> for more information.

You can get up close to the action during the race weekend by volunteering. It takes over 100 volunteers to handle registration, welcome participants and guests, staging grid cars, flag at corner stations, set up happy hours and dinners,

manage traffic in the paddock, assist timing and scoring, and help with tech inspection and scales. We promise you'll have fun and see great cars and racing. Volunteer registration opens in July, and the link to register will be announced in the weekly eBlast and in der Vorgänger. No experience is needed for many positions, and we're always happy to train newcomers.

If you are interested but don't want to jump right into the volunteer pool just yet, mark your calendar and come on out and watch the racing. Friday is mostly a practice day. Each race group gets two 30-minute sprint races on Saturday. Sunday has a third sprint race for vintage cars, and a 90 minute "enduro" for the other racers. If you have questions about PCA Potomac's race weekend in September, please address them to clubrace@pcapotomac.org. **DV**

COMMUNITY SERVICE



PROGRAM CHAIRS: PAT KAUNITZ AND MARCIE CALCAGNO

PCA Potomac is dedicated to supporting a variety of charitable efforts in our local communities. We support a diverse program of community service outreach activities each year to help those in need, so all can succeed.

The 2024 Community Service programs are starting the year off with our partnership with Montgomery College's Automotive Technology Program, funding a Tool Scholarship for an outstanding graduate(s) to help launch their new automotive career. With over half of all college students struggling financially, this partnership eases the burden for them of launching a new career in the automotive industry.

Camp Porsche will again be held this July. Local youth will again enjoy a day at the track, safely exposing them to the car enthusiast world and providing them with a fun summer day filled with track activities to explore.

Support initiatives in our area this year include donations for local food banks, pet food drives for animal shelters and helping our veterans, too. A new initiative to support Habitat for Humanity programs in Prince William County, Virginia is also being planned. And it would not be the holidays without our annual Toys for Tots campaign.

Finally, PCA Potomac is continuing its commitment to our mutually enriching partnership with the Erin Levitas Foundation (ELF) for the prevention of sexual assault. ELF has gained local and national attention for its educational outreach success.

These community outreach programs would not succeed without the generosity of PCA Potomac members. Financial donations and volunteers are always needed and appreciated. Thank you for your support. **DV**

DRIVE & DINE



PROGRAM CHAIRS: LARRY FINKEL, MIKE & JACKIE PETERS

We are excited by the outlook for our 2024 season of Drive & Dine. Participation continues to grow as the diversity of our overnight and day trips expands to new locations through a growing list of volunteer event leads. In 2024, we will have two spring day trips, two summer drives, and three more in the fall, plus our annual trip to Morais Vineyard to close out the season in November.

Our day trips typically consist of scenic drives in the Virginia or Maryland countryside, delicious lunches at locally owned eateries, and usually an afternoon visit to a local winery or brewery. We will take our annual overnight trips to Charlottesville and the Virginia Highlands in the summer, each with updates for 2024.

We are particularly excited to launch a new three-night weekend trip to West Virginia in early June. We will stay at the Stonewall Resort and are in the process of designing a wonderful set of exciting drives, friendly socials, delicious meals, and unique excursions featuring spectacular countryside roads and attractions.

Lastly, you can join us for our always popular brunches held monthly on the first and third Saturdays at Firebirds Wood Fired Grill in Gainesville, Virginia, and the Irish Inn at Glen Echo, Maryland, respectively. No registration is necessary and there is ample parking for all. **DV**

CONCOURS



PROGRAM CHAIRS: GARY SIDELL, CHAIR; PERCY WHITE, JR., VICE CHAIR

The Second Annual PCA Founders' Region Concours d'Elegance will be held on Sunday, April 28, 2024, close to Tysons II in Tysons Corner, Virginia (the same location as last year), providing easy access to all of our DMV-based members. We will provide hamburgers and hotdogs for all, expanding on our menu from last year. We expect to have more than 100 cars registered, for both display and judging in each of a dozen categories of cars – from 356s to current models such as Panameras, Taycans, SUVs and sports cars. We will have experienced judges to evaluate the competing cars. The top three cars in each category will be awarded glass trophies to memorialize their achievements. Moreover, we anticipate having sponsors from insurance vendors to repair shops to a local dealer that will provide giveaways, in addition to information on their products and services.

Our second event will be a highly curated Peoples' Choice Concours as part of the weekend activities at PorscheFest, which will be held at Summit Point in July. We anticipate being located near Chez Summit, as in years past. We hope to have more than 100 spectators view the cars and vote on their favorites with trophies awarded to the top three vote getters.

Our third event will be the Gathering of the Faithful (GOTF) in Fulton, Maryland, in mid-August, sponsored by Mel and Mikey's Deli, offering high quality deli fare just steps away from the cars. This facility provides a huge asphalt parking lot with space specifically reserved for our cars. This is our sole event where trophies or awards are not provided but where cars, especially older models, are presented for the viewing pleasure of those who come out on a sunny (we promise) Sunday in late August.

Our fourth and final event of this year will be the "Fun Concours" at the PCA Potomac Annual Family Picnic in late August. Unlike our other events, cars will NOT be spit-shined, but merely presented for voting by all those attending. Cars will compete in a variety of 14 humorous categories, with some for voting exclusively by our younger attendees aged 17 and under. Rather than our traditional glass trophies, the winners will take home quality framed humorous pictures, suitable for hanging, consistent with the category involved. A sample of some of the categories are: (1) Most likely to be stolen by the judges; (2) Interior that most closely resembles grandma's sofa; and (3) Most likely to have Ferdinand rolling in his grave. The car with the most votes by attendees wins that category.

You can join in the fun either by having your car judged or just by viewing a large collection of immaculate Porsches all in one convenient location. After all, this is the only regional Porsche event where the cars are all parked and don't move in a blur for the duration of the event. What's more, you don't need to have ear plugs! **DV**

DRIVERS EDUCATION



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PROGRAM CHAIRS: BOB MULLIGAN AND SUSAN KIMMITT

The Potomac Drivers' Education program (or DE for short) offers a full calendar of fun this season, starting in early March and ending in late October. We have 12 events planned, including three out-of-town three-day weekends, and many more at our home circuits at Summit Point in West Virginia.

The focus of DE is, and always will be, safety for all participants and for their vehicles. Unlike racing, DE is not competitive; it provides drivers with an instructed learning environment to improve their individual skills in a controlled, safe and fun way. Threshold braking, cornering techniques, "the line," "heel and toe" and vehicle dynamics are among the topics taught on the track and in classroom sessions by our experienced and certified driving instructors.

Our program this year offers a variety of experiences: High Performance Driving Clinics for beginners; the High Performance Drivers' Education events themselves; and Instructor Training days. Our entire program is explained under the "Activities" tab and included under the "Calendar" tab at PCAPotomac.org, and is open for registration on Motorsportreg.com (MSR) (<https://www.motorsportreg.com/>). Remember, Blue and especially Green run groups fill up very quickly, so sign up right away!

Instruction: Instruction is a key element of our DE program. The focus is on improving driving proficiency – through a supportive learning process. We have a cadre of instructors who provide one-on-one in-car instruction, while other instructors teach the principle and practice of high-performance driving in a classroom setting. Each student is assigned an instructor the week before each event. The instructors contact the students prior to the event, establish a time and place to meet up at the track, and discuss the skills each student wants to explore. Beyond the on-track and classroom experiences, we also have guided "skid pad" sessions available throughout many weekends, which help to improve car control. At the end of each event, we employ the "Drivingevals.com" app to give feedback; students are evaluated by their instructors, and our instructors are also evaluated by their students. Thus, our entire DE program is structured as an interactive, two-way learning exercise for instructor and student alike.

Tech Inspection: PCA DE events require a technical inspection on each car within 30 days of a scheduled event; see the updated 2024 Tech Inspection Form on the Potomac web site (https://pcapotomac.org/images/PCA_PotomacTechForm.pdf). To make getting a tech inspection more convenient, PCA Potomac has made arrangements with several local shops, each of which has generously volunteered to host a tech inspection session for an event, usually two weeks prior to a DE. Check the PCA Potomac "activities," "tech inspection" tab to see the inspection location for your upcoming event. This inspection is performed without cost, and provides a great self-education opportunity as you see your car (and your friends' cars) up-close-and-personal on a lift, and learn from the skilled and experienced Club volunteers. If you cannot make the PCA Potomac tech session, many Porsche shops will do a professional inspection for you.

Driver Ambassadors: As in years past, we offer a Driver Ambassador program, which was developed specifically to assist people new to Potomac DE. The Driver Ambassador volunteers contact new participants to offer help and answer any questions before, during, and after each event, to welcome them to our club program.

Happy Hour: Finally, we have a Happy Hour each day (except the last day of an event) when the track goes cold, to gather the participants over beverages and snacks. Everyone enjoys relaxing and telling tall tales to end an exhilarating day.

This is our exciting HPDE program in a nutshell. Looking forward to seeing everyone trackside in 2024! **DV**

RALLY



PROGRAM CHAIRS: EMELY WINNERT AND CINDY CHOI

If, as the saying goes, variety is the spice of life, then Rally is one hot tamale. The Rally Chairs have assembled a program of monthly driving adventures across the DMV exurban landscape in different, fun and challenging formats, often with a particular theme for a chosen location or season. Formats include: Time-Speed-Distance (you must achieve precise navigation to drive each segment of the rally in a specified time at a specified average speed, crossing set checkpoints along the route); a “Gimmick” (which tests your ability to answer clues based on things you see along the route); a “photo” (you’ll be given a series of pictures which you must identify along the rally route); and “Shortest Distance” (you are given a map with clues that explain, perhaps cryptically, where on the map certain landmarks can be found, from which you must answer a set of questions).

Creative, challenging and occasionally perplexing, a Potomac Rally is like a scavenger hunt in your car. If you like puzzles, you’ll love rallying. If you just love driving your Porsche on back country roads, you’ll love rallying too! On occasion, there will also be a “Fun Run” (scenic exploration with a particularly prominent destination) in addition to the regular rally lineup. These events add variety to the calendar, ensuring there is something for every Potomac driving enthusiast.

The Rally season is already well underway, and events will run each month throughout the year. Each event is included under the “Calendar” tab at PCAPotomac.org site, and formats are described in the “Activities” section; registration for each event is through Motorsportreg.com (MSR). Notices of near-term upcoming events are also posted in the weekly eBlast email and on the PCA Potomac Rally Facebook page.

So come on out – and don’t forget to “zee-roh yur oh-doh”. DV

SOCIAL



PROGRAM CHAIR: LOU BARTOLO

The social calendar is going to be fun filled and exhilarating in 2024! PCA Potomac socials continue to make our club warm, friendly, and serve as your extended family. Mark your calendar now so that you can attend the greatest events in the Potomac region. We kick-off the year with our Annual Awards Banquet and Volunteer and Sponsor Dinner on Saturday, March 9th at Maggiano’s Little Italy, McLean, Virginia.

PorscheFest weekend at Summit Point Motorsports Park will be held on Saturday, July 27th as our first social event of the year. Have plenty of sunscreen available as PCA Potomac will be holding events all day at the track, including Drivers’ Education and Autocross with the Drive and Dine group joining in the festivities that afternoon. PorscheFest includes a social hour and a marvelous catered dinner under our big tent inside the Main Circuit at Summit Point for all members to have a fun socializing evening together.

This summer we will hold a second social event on Saturday, August 10th – our family friendly PCA Potomac Annual Picnic & Open Board Meeting. This is a family fun event with kid friendly games, BBQ picnic and of course Porsche Concours. The picnic will surely be one event not to be missed in 2024 since mother nature caused us to cancel last year by sending a tropical storm!

Rounding out a memorable year, we will have the annual Holiday Party on the evening of December 7th. We hope to fill out the calendar with a few more gatherings. We are still looking to add more Potomac friends to the social committee, so please reach out if you would like to help in planning the fun. Ideas are always welcomed by emailing the Social Chair. DV

At a Glance: PCA Potomac Program Preliminary Events Schedule

2024	Autocross	Club Race	Community Service	Concours	Drive & Dine ⁽¹⁾	Driver Education	Rally	Social	Open Board Meetings
January							✓		
February							✓		
March			✓			✓ ✓ ✓	✓	✓	✓
April	✓✓		✓	✓	✓	✓	✓		
May	✓				✓	✓	✓		
June	✓		✓		✓✓	✓✓	✓	✓	✓
July	✓		✓✓	✓	✓✓	✓✓ ✓	✓	✓	
August	✓			✓✓	✓		✓	✓	✓
September	✓	✓	✓			✓	✓	✓	
October	✓		✓		✓	✓	✓	✓	
November					✓		✓		
December			✓				✓	✓	✓

Check to PCAPotomac.org Calendar for Dates, Locations and Registration details.

(1) Excludes twice monthly Brunch in Virginia and Maryland



Porsche Silver Spring.

Building Stronger Ties with our Local Porsche Dealers

STORY BY KERRY SCANLON AND ROBERT MANKA

The new year looks promising for Potomac's new Dealer Liaison program, which is designed to strengthen the relationship between the five DMV Porsche dealers and Potomac club members. 2024 will see the beginning of a series of in-depth articles in *Der Vorgänger* featuring each dealership, the designation of a Potomac "Ambassador" as the point of contact for each dealer, a sharp new handout about the club and its many programs for dealers to provide to every new Porsche buyer, and the scheduling of more club events at dealer facilities.

After several introductory features in last year's magazine and meetings with some of the local dealers, this program is starting to take shape. Dealers have confirmed that they want closer ties with the club, and the Dealer Liaison team has identified areas where enhanced cooperation with the dealers will benefit the club as a whole and members individually. This kind of mutually beneficial relationship has its roots all the way back in the 1950s when the Porsche Club of America was founded right here in our region, and Porsche owners formed relationships with other owners, with garages that could service Porsches, and with representatives of the Porsche factory in Germany.

Today there is a whole new demographic of Porsche owners who may be less familiar with the PCA programs that traditionally focused on driving and racing two-door sports cars like the 356 and the 911. Beginning 22 years ago with the Cayenne, and continuing with the Panamera, Macan and Taycan, many first-time Porsche owners are now driving

four-door vehicles which do not have the same history of participation in rallies, races, drivers' education, autocross, and concours. But owning these new generation models is perfect for other Potomac programs such as Drive & Dine, Rally and our social events, and may lead to an interest in buying a second Porsche for more competitive driving events sponsored by the club.

And the potential for establishing stronger ties with the local dealers and their customers is tremendous. In 2023 alone, an estimated 1,200 DMV residents were first-time Porsche buyers at the five dealerships in our area, which means that very few (or even none) of them were prior Potomac members. The vast majority of them likely received little or no information about our club at the time of purchase. That is going to change in 2024 with the Dealer Liaison program, as these buyers will learn about the robust program activities in one of the most active and exciting PCA regions in the country.

As the dealers' customers become more involved in the club and the club itself hosts more events at the dealerships, several of which have spectacularly designed spaces, the relationship can grow in multiple ways that will benefit all parties. But as the Dealer Liaison program is a brand-new initiative, we are looking for comments and suggestions from our members on additional ways to exploit this enhanced dealer-club relationship. If you are interested, please send your comments to dealerliaison@pcapotomac.org. DV





Top left: A drone captured this image of the Alpine 1000 group as they traverse the Dam at Fedaia Lake (Lago di Fedaia) near Marmolada, Italy, in the Dolomites. Photo by Aaron Daugherty.

Bottom left: The Classics group.

The Hotel Villa Rosella, lodging for the Gumball crew in Canazei, Italy which included continental breakfast, and offered dinner if you ordered ahead. A family-run businesses, it was a memorable and intimate experience. Photo by Robert Mazurkiewicz.

The 2023 Alpine Gumball 1000: Dolomites Edition

STORY AND PHOTOS BY ANDREW HUBBARD

Left turn, right turn, left turn, a little tighter this time...now straight, then brake to bleed some speed before another tight turn, then a hard right turn into a slide to stop for a photo opportunity of the incredible Italian Dolomites. This was December 2022, and I was skiing the Sella Ronda, which circumnavigates the Sella Mastiff via the Sella, Pordoi, Campolongo, and Gardena Passes in a wonderful loop of world-class skiing. I could only see parts of these roads, but knew they existed because they appear on my exceptional, analogue European Alp Pass Map. The roads leading up to the ski area were quite good, the cuisine exquisite, and the scenery stunning—I craved to do these passes with Penny (my trusty '84 RoW 911 Coupe) during summer months. I sent a few photos to the car group in Stuttgart—they were in. Plotting for the Third Annual Alpine Gumball 1000 in June 2023 had commenced.

Planning began in earnest in March 2023, with Robert Mazurkiewicz (718 Cayman T and Corrado owner—see November 2023 dV) poring over my well-worn Alpine Pass map for potential routes, soliciting interest from prospective attendees, and identifying lodging options. Speaking of my map, no website or app—including the one advertised on the actual hardcopy map—comes close to replicating its ease of use and simplicity. It has the major primary and secondary routes and every single Alpine pass from France to Slovenia, and is invaluable for initial route planning.

EDITOR'S NOTE

Andrew Hubbard is a Potomacan serving with the US Army and has been living near Stuttgart, Germany since 2018. We were introduced to Andrew in dV back in April, 2021, and again when he provided an entertaining update on his multi-country driving exploits in November 2023. This installment brings us up to date...



RUF SCR in the showroom.



Penny in very good company. I offered a one for one trade for the red car in the background. They declined.



With an increasing number of Porsches, the Alpine Gumball 1000 has become a Tale of Tails. This is the top of San Pellegrino Pass.

DAY 1 | Stuttgart to Canazei, Italy...via Pfaffenhausen, Germany

On June 16th our caravan of 12 cars, including two G Model 911s, a 964 Turbo, two 968CSs, a 996 Turbo, a 996C4S, two 718s, a 991.I, a souped-up Alfa Romeo, and a Golf GTI, set out from Motorworld in Böblingen, Germany. A few days prior to departure, Adam (996 Turbo) negotiated a tour of the RUF facilities in Pfaffenhausen, Germany. After a last-minute cancellation by the Porsche Club of Switzerland, our “front office” tour became a tour of the whole facility. Herr Marc-André Pfeifer was incredibly welcoming, and gave us a thorough tour of the shop floor and the cars available, and explained the modifications they do. Our purchases were largely limited to T-Shirts and other swag, but we were all awed at their engineering prowess and the incredible vehicles that came out of a fairly small, family-owned operation. One of the conditions of our tour was that we were not allowed to take photos from the workshop, only up front in the sales department. What I can say is that the RUF team had their hands full modifying old Porsches and conducting routine maintenance on customer vehicles in one fairly small footprint. The craftsmanship and attention to detail we observed amazed those of us who turn our own wrenches. All of us left extremely grateful for the tour and our stroke of good fortune.

The next leg brought us to our lodging in Canazei, Italy. Though we tried to convoy, the realities of traffic, toll booths, and toilet needs meant we ended up splitting into smaller groups of two to three cars. Canazei is in the heart of the Dolomites, and requires one to go through the beautiful Aspen-like ski resort towns of Ortisei and Val Gardena, and then up and over the Sella Pass before descending to Canazei. In conditions that Jeremy Clarkson would label “mostly moist,” Aaron Miller (Chesapeake Region) in his black 968CS, with me following in Penny, negotiated a careful yet unforgettable descent at probably 6/10ths, but about 9/10ths given the weather. The hairpins are not mere switchbacks on the south side of the Sella—each seemed to drop fifteen meters in the course of the turn. This was more akin to skiing moguls, but this time in my RoW '84 911 Coupe. Aaron and I executed this pass by the book, as a mistake here in wet conditions at the end of a long drive would be disastrous. We got our braking done before the turn, hit the apex as traffic allowed, and powered out along the smooth-as-marble roads all the way to Canazei. The Sella Pass set the tone for the trip; we were in for yet another driving experience of a lifetime.



James Carter's 968CS and Penny after a long drive to the Dolomites.



Group shot in the Dolomites.

As a quick aside, this is a truly unique part of Europe. Much of it (Ortisei and points north and west) are in South Tyrol, and were part of the Austro-Hungarian Empire prior to its dissolution following the First World War; during that conflict, the front lines between the Austro-Hungarian and Italian Armies ran through these beautiful, rugged mountains. Although the Treaty of Paris in 1919 granted the South Tyrol to Italy, local residents still speak a German dialect, with Italian taught in the primary schools. The food in this region is incredible, with Alpine, Germanic, and Italian influences; personally, it is my favorite in Europe. The Dolomites are special from a cultural, historical, and natural perspective, and I highly recommend a visit. (To top it off, if you come for a ski trip, the Dolomiti Superski pass is 80 Euro/day, which gets you access to the largest contiguous ski area in the world...which also has normally-priced, family-owned restaurants.)

As the sun started to set, we had all arrived safely, checked in, and made our way to the dinner in the hotel lobby that Robert had set up for us. For some, this was the first chance to get to know each other; for the veterans, it was a great opportunity to catch up. We had a fantastic, amiable group of folks, but we were larger this year than last—keeping 12 cars together is really difficult, given traffic and the small pull-offs for photo opportunities. With that in mind, Robert and I decided to split into two run groups—I would lead the Classics, and he the Modern group; this would prove a winning recipe in terms of speed, staying together, and parking.

DAY 2 | The Dolomite Tour Begins

The next morning, we got a fairly early start on a day that included roughly six hours of wheel time and thirteen passes, including the Grödnertal, Campolongo, Pordoi, Selajoch, Valparola, Falzarego, Three Crosses, Giau, Fedaia, Stavalanza, Duran, Agordo, and then the Fedaia again on the way back to our hotel. They started to blur together a bit after the first couple of passes, and the day became one long, incredible driving experience. The two run groups worked exceptionally well, with the Classics getting a 20-minute head start to facilitate parking, picture, and pass sticker deconfliction. It was a personal point of pride for me that the Moderns never caught up to us. As always, we enjoyed a fantastic lunch together at the top of a pass—it really is about the people. We all arrived back at the hotel quite exhausted at the end of the first day, and were more than happy to lounge about in the sun, take in the view, and run up our hotel room tabs via Aperol Spritz consumption. An Aperol Spritz is a Continental Orange-to-Zanzibar Red-colored aperitif consisting of prosecco, bitters, and soda water. It is delicious on a hot day. As mentioned in the photo caption, the hotel is a family-owned and operated business; after the first day, the staff know who you are, and often what you wanted to drink both for breakfast and during happy hour.

But the day wasn't perfect. As with the previous year, cyclists, tourists, motor homes, and the usual traffic that traverse the passes for routine business occasionally slowed progress to a crawl. We began discussing getting on the road at sunrise to do a few passes before breakfast. The sun rose rapidly at this time of year anyway, and in theory we would have the passes nearly to ourselves. The Pajama Run was born.



Top of Pordoi Pass on the first pajama run – 5:30 AM. Photo by Robert Mazurkiewicz.



James' 968CS, somewhere in the Dolomites, precise location and elevation unknown. Note the ubiquitous cyclist in the background.

DAY 3 | The Inaugural Pajama Run

The 4:45 am alarm was all too early given the lively group dinner the night prior, but I dragged myself to the parking lot to find a motley collection of other drivers in various states of dress and preparation. Each with driving shoes on, windows clean, and radios checked, we were off in the soft pre-sunrise light at 5 am sharp. It was epic. As expected, the roads were devoid of cyclists, cars, trucks, or really any sign of life, except for our Porsches running nearly flat out on one of the best roads in Europe. Nick Barbour, who is new to the marque, led for a while before letting me pass and take the lead; though he is a fantastic driver, he was still getting acquainted with his 1983 widebody modified 911 Coupe. After my oil was fully warmed up, I ran 8/10ths with Penny to the top of Passo Pordoi, with Adam's 996TT, Russell's 964 Turbo, and Robert's 718 Cayman T nipping at my heels.

We stopped for a picture at the top, and descended at 8/10ths (which, to be clear, is not much faster than the posted speed limit...one just brakes later and carries as much speed as safely possible through the turn; speed limits vary between 70-100 km/h to Livinallongo). Then we doubled back for a return run to the hotel. This time Robert and the Turbos took the lead, with Nick and I in trail. I had to run 10/10ths to keep up with the 718T and 996TT (which I don't like doing with this car), and Nick was falling back, so I slowed to a reasonable, more enjoyable pace to complete the inaugural Pajama Run. Time constraints limited us to doing just the Pordoi Pass, which is the Southern portion of the four-pass Sella Ronda. I was determined to do the entire circuit the following day, but first, we had a long day of driving to complete after breakfast.

The second full day of our Dolomite tour involved a lot more passes, initially taking the Grodner to the San Pellegrino, then over Passo Valles; but first we wanted to get a group shot of all the cars along a stunning road atop a dam that controlled water from a lake on top of Passo Fedaia. Aaron Daugherty (Alfa Romeo) is a photographer and drone operator, so we were able to capture both run groups together for the first time on the trip. This done, it was time to get back to work.

Robert and I had the day planned out perfectly. Seven hours of driving, lots of passes, a lunch spot picked out...it would be another great day. About a third of the way through, what seemed to be northern Italy's favorite pastime intervened. A road cycle race on one of the passes we intended to take after Passo Valles had one of the passes closed, and we had to find an alternate route. Another convention on my tea tray, poring over my trusty analog map, soon revealed a workable alternative, and we were off...towards Passo Manghen. But still the cyclists plagued us. They were literally everywhere, this time from yet another race on a different pass. They became thicker and thicker, until finally we hit another road closure just before Passo Manghen, at which point we decided to make the best of our predicament and have lunch until the road opened again.

After being stymied by the cyclists, some of our number with previous obligations headed back to Stuttgart. The hardy headed on with me, and we completed an outrageous afternoon of driving—some on passes, some on road-construction-inspired detours along winding river roads, and some just on quirky Italian roads through beautiful mountain villages. Exhausted, we pulled back into the hotel around 5:30pm with Aperol Spritzes and lounge chairs on our minds. We spent the remainder of the evening at yet another great group dinner at a local restaurant in Canezei, swapping stories from the day's adventures, discussing cars, and plotting the next morning's Pajama Run and trip home.

GO TO YOUTUBE TO SEE MORE OF THIS DRIVING ADVENTURE BY MEMBERS OF THE ALPINE GUMBALL.



ALPINE GUMBALL
1000 - THE
DOLOMITES ITALY



ALFA ROMEO
GIULIA RIDE
OF A LIFETIME!



Check the emergency brake, Nick! Nick's wrapped 1983, wide-body 3.2 conversion at 2,244 meters (7,362 feet) atop Passo Sella.

DAY 4 | Driving Nirvana and the long road home

The Sella Ronda Pajama Run was an apogee of my personal driving career. I led a smaller group that consisted of Aaron, driving James' yellow 968CS to ascertain the difference with his car, followed by Nick's '83 911, with James piloting Nathan's 718 Boxster bringing up the rear. Nathan Woolhouse is an extremely enthusiastic newcomer to the marque, and he wanted to ride along with me to get an air-cooled 911 experience. When he settled into the cozy sport seats, a huge smile came across his face as he exclaimed "Ohhh, that smell!"

We aggressively attacked the Sella Ronda at dawn, counterclockwise around the Sella Mastif via the Pordoi, Campolongo, Grödner, and Sella Passes on traffic-free, mostly racetrack smooth ribbons of asphalt in the soft early morning light. Nathan could not believe how involved the driving experience was with Penny—double clutching, heel-toeing, rev-matching, carefully applying throttle at apex, occasionally counter-steering to keep us on the road—Porsche's engineering boffins had figured out how to include most of this in his PDK-equipped modern machine. I may yet doubly convert Nate.... The Grödner Pass was especially entertaining because it is perfectly smooth, unusually wide, and has good visibility through hilarious go-cart track-like turns at the top. I looked in my rearview mirror to see Aaron oversteering through a couple of these turns in the 968CS. It warms the heart to see a classic put through its paces. We returned for breakfast nearly speechless. Aaron, James, and I are all seasoned drivers, and we had never experienced anything quite like that...and we also knew it would be difficult to top. It was a new benchmark—every subsequent driving experience would be compared to that one. I was particularly satisfied, having traversed the Sella Ronda on skis and with Penny.

We finished up breakfast, checked out of our cozy hotel, and began our six-to-seven-hour trek back to Stuttgart, closing out the best Alpine Gumball 1000 yet. We started with 12 cars, some old friends and some newcomers christened into



Left to Right: Adam (996TT), Russell (964 Turbo), Robert Mazurkiewicz (718 Cayman T), Nick (G-model widebody), and the author sporting his new RUF T-shirt. Robert took the pajamas seriously. Next year we may, too...

the Alpine Gumball 1000 fraternity. As with the trip down, we started out as a convoy, but eventually breaking up due to traffic and other factors after traversing the exceptional Passo Sella one last time. Despite vast improvements since Hannibal's time, there are still only a few ways to traverse the Alps from south to north between Austria and Southwest Germany. The two-lane Furkapass is often the most direct, and it is miserable, usually backing up in the summer with RVs, trucks, and routine traffic. Avoiding it means traversing 75 miles in either direction. As expected, it was terrible, and I was glad to be back in Germany on the A7 headed north to Ulm.

This part of the A7 is usually uncluttered by traffic, and has long, open straights... perfect for stretching Penny's legs. I cruised along at 110 mph (with the occasional burst to 135 mph, the fastest I am comfortable driving Penny) for a good 30 minutes before stopping for gas. Penny has more to give, but I don't; for the uninitiated, velocities beyond that in an air-cooled Porsche are a white-knuckle experience, and I am not interested in reaching the 152-mph maximum speed in that car. As is typical, Penny and I collected a lot of thumbs-up, waves, smiles, and stares from others on the autobahn. As a note, I would characterize this speed as above average on the autobahn, but by no means fast. Fuel is expensive, and most motorists thus keep their speed to 130 km/hr (81 mph) or lower, though one sees a LOT of Volkswagens, Mercedes, and BMW diesel wagons cruising along at about 120 mph. Even in my family cars (F15 BMW X5, 2015 Volvo V60), I average mid-90s mph most of the time, and with my 997 closer to 100-110 mph (with 155 mph good enough for me in the top speed department).

The experiences and the camaraderie show that it's all about the people; the cars just bring us together. With a third Alpine Gumball 1000 in the books, it has become a tradition that triggers many a knowing glance among friends in the closely-knit Stuttgart ex-pat car community.

The camaraderie would continue in August with a trip to the Nürburgring; for that story, watch this space! DV



Jaminet brings in Porsche Penske 963 LMDh for a pit stop. Photo by Hank Allen.



Be Part of the Legend

STORY BY STU WIRTZ

Like the chicken-or-the-egg conundrum, I can't seem to figure out which came first, my fascination with Porsches or with motor racing. It doesn't matter really, I doubt there will ever be one without the other.

And no motor race in the world is more synonymous with Porsche than the 24 Hours of Le Mans. If you're like me, you rushed home from your local dealer's 75th Anniversary party – where you caught the start – to spend the rest of the day watching the race on TV while simultaneously studying live timing and scoring on the laptop.

I'm captivated by the mystique of Le Mans. Porsche has been competing there every year since 1951, when on its first try, a Gmünd 356 amazingly won its class. Not bad for a car built in a sawmill. Since then, the marque has amassed 19 overall victories and 110 class wins, both records. Porsche didn't make it 20 this year, but I know my racing history, and Roger Penske (who runs the Works effort) doesn't fall behind for very long. I'm making every effort to be at le Circuit de la Sarthe next June, hopefully to witness the next Porsche milestone. Whether my wife shares my grand plan to be at a race track in France next summer has yet to be determined – and not likely by me. Either way, I'll be watching and enjoying the competition on track.

I'm a member of the Automobile Club de l'Ouest (ACO), the organizing body of the 24 Hours since its inception in 1923, and co-promoter of the World Endurance Championship with the FIA. I joined before I attended my first Le Mans in 2010. You may think of the ACO as the French version of the AAA. Yes,



but recall the Indy 500 was organized by the AAA from 1911 to 1955 when USAC took over. While I'm not too concerned about roadside assistance or free maps, this automobile club is all about racing! Membership has its advantages. For what I consider a bargain at 98 Euros a year, you get a discount on entrance tickets, grandstand seats, parking passes and merchandise in the official store. You also have access to purchase seats in two Grandstands reserved for ACO members and a designated parking area. The most useful benefit, however, is access to a cordoned-off spectator area directly adjacent to the Dunlop bridge complete with a hospitality lounge where you can buy food and drink and watch the race and official timing and scoring on TV. As an area to escape inclement weather and a place for my wife to relax in a comfortable chair instead of sitting on a grass hillside, it's worth it.



American Margie Smith-Haas (right), a former Le Mans driver in 1984-85, speaks with versatile Belgian race car driver Christine Beckers-Schmitz in front of the Iron Dames Porsche 911 RSR-19 at last year's Le Mans 24. Photo by Stu Wirtz.



Iron Dames No 85; they would finish fourth in class. Photo by Ken Marks.



Team Iron Dames before the race; they pilot the pink Porsche 911 RSR-19 in GTE-AM. Photo by Ken Marks.

Being a US ACO member is particularly rewarding. If you can make it to France for the race, fellow US members are available to make your visit a smooth one. Before you go, you can attend Zoom calls with experienced race-goers detailing everything from how best to get to Le Mans, how best to get to the track once you're there, and where best to watch the race around the 8.4 mile circuit. Questions about travel, lodging, and other tourist sites in this beautiful part of France will also be answered. There are meet-ups during the race weekend too, so you can share your experiences and watch the race with fellow US fans if you choose.

If you can't make it to France, ACO membership brings the Le Mans experience to you. If you don't get Motor Trend TV (the network that has broadcast the 24 Hours the last several years), US ACO members can live-stream the race.

And benefits don't last just one race weekend a year. Members enjoy meet-ups at select IMSA races too, like the Rolex 24 and Petit. Throughout the year, US members enjoy regular

videos with drivers and other famous Le Mans personalities. So far this season, US ACO members have had the wonderful opportunity to hear from and speak with Rick Knoop (1978 Le Mans class winner in a Kremer 935), Jim Busby (Knoop's winning co-driver in '78 and successful team owner fielding 962s), Margie Smith-Haas (the first US woman to compete at Le Mans, 1984 and 1985) and Ben Keating (this year's LMGTE Am winner in a Corvette)! Members also enjoy an informative member-only Facebook page; a regular newsletter complete with Le Mans, IMSA and endurance racing news; and a USA Le Mans Travel Guide.

Most of all, as a member of the Automobile Club de l'Ouest in the United States, you will be part of a community of fans that share the passion for and excitement of the 24 Hours of Le Mans and the endurance racing world. Interested? Go to lemans.org or scan the QR code. Join us, and share the spirit of Le Mans! DV



Wedding photographer Thomas Van Der Woude captured this endearing image of Courtney and Tommy, doubtless a feature in their keepsake album.

DriveShare Adventures

Sharing my '87 Carrera: Beyond all the cool PCA events

STORY AND PHOTOS BY TODD MINNERS

A couple of years ago, I decided to list my Craigslist-obtained, driver-grade black and tan '87 Carrera cab on Hagerty DriveShare, to help me feel better about it not being a garage queen and also to share the vintage air-cooled Porsche experience with others who might not be so fortunate to own one. It helps me to get over the anxiety of letting someone else drive this increasingly valuable car by seeing how much happiness it seems to bring to renters.

Every year there's a young woman in NW DC who rents it for her hubby on Father's Day. With two young kids, his days of owning manual-shift sports cars are temporarily (permanently?) on hold and she apparently loves him so much she rents a Carrera for him! They hire a babysitter, park their minivan in front of our house and take the Carrera out for a hair-in-the wind, Mezger-sound drive and romantic lunch re-living their more carefree days. I even recommended

some sports car roads around here to include on their drive if they're headed that way – Route 193 to Great Falls, Virginia, Macarthur Boulevard to Great Falls on the Maryland side, Beach Drive in Bethesda, Kirby Road in McLean. Each year they return the car with a full tank and smiles they promise will last the whole year until the next Father's Day.

Another fun driving rental was a Mercedes 500SL-driving retiree from Florida, who flew up to DC to help his daughter on her wedding day by driving the new couple away in a "classy car." For the driving rentals I initially specified (on DriveShare) that only PCA members could rent the car – and so he joined that day just so he could rent it!

Soon after I listed it, someone must have Googled "classic car rental" and hit on my car because I started getting requests for engagement photo shoots. Since the car is black and tan it seems to be very appealing. There was the shivering couple



National Cathedral near the Bishops Garden entrance serves as the backdrop for this couple in a photo session last June.



A still shot from a drive-away video around the fountain at The Mansion At Strathmore in North Bethesda, MD.

popping a bottle of champagne while leaning on the frunk at the Smithsonian castle in February; the young thrifty couple who hired a high school friend to take engagement pics with her iPhone at a vineyard near Sugarloaf Mountain; the dapper couple who picked a sunny Spring day to pose in front of the Bishop's Garden at the National Cathedral; a shoot from the back of a pickup truck in the middle of the road at Fort Washington; the Georgetown cobblestone street shots; and mansions at Dupont Circle, Madison, Virginia, and Rockville, Maryland. For the winter shots it's nice to have quick waves of heat for the bare-legged fiancés by idling the engine throughout the shoot without worrying about worn water pump impellers. One time a couple hired a photographer friend who happened to be a marathon runner and he jogged behind the car with a stabilized camera while I drove them down cobblestone Q Street in Georgetown sitting up on the folded top.

Then there was the cringe moment where a guy unexpectedly announced, "Now let's do a quick driveaway shot." I gulped and asked (already knowing the negative answer), "Well, can you drive a stick?" The groom-to-be said, "Nah, but I can learn quick." Uh huh, right. And yet, after some negotiating and looking around at the relative lack of hazards, I actually let him ease it into 1st gear and just idle along at 5 mph for about 50 flat feet while they got their getaway video, whereupon he stomped on the brake and killed all forward progress along with the engine. Once I assessed and got over all the "what could go wrongs," I actually enjoyed figuring out how to get the shot they wanted without needing to call the body shop the next morning. I think it's about enjoying the specialness of the car from a different perspective than I usually get at Cars & Coffee or PCA events, even if the customers have no clue who Ferry was or what a G50 is.



Waiting patiently for the post-wedding action to start at The Mansion at Strathmore.

One couple paid for me to drive all the way out to Monte Ventoso mansion nestled in the foothills of the Blue Ridge Mountains in Madison, Virginia, for a commercial-grade photoshoot complete with drones, multiple cameras, light poles, and reflectors for a mini-romance video. They really wanted to do some driving video clips as part of an elaborate “coming home to the mansion to pick up my bride, greeting her affectionately at the door and driving off into the sunset” video shoot. But he admitted he had no clue how to drive a stick – and unlike the previous guy, didn’t seem inclined to give it a shot. After some debate, we decided I would drive the car up the hill to the mansion and they would film from an angle such that you couldn’t really tell who was driving; then take the video clip of him exiting the car, lovingly walking to the front door with a huge bouquet of flowers; then back to the car hand-in-hand with his future bride; and then we’d take a third video with them coasting down the hill in neutral, engine off, into the sunset. After one practice take and then a live take it worked – and I got my 10k Fitbit steps that day jogging down the hill to retrieve the car to bring them back up to the mansion.

A third driving video during a wedding was by a guy who actually did know how to drive stick, so I let him drive it around the fountain circle in front of The Mansion at Strathmore in Rockville, Maryland, while she held up her flower bouquet with silk ribbons streaming behind. Fortunately, he wasn’t the kind of guy who spontaneously shows off to his bride by doing Ken-Block style donuts around the fountain, although I admit it would have looked awesome.

I never know what I’m going to get when I bring the car to a site. The latest episode featured an Instagram influencer named itslynsaylou – who rented the car to compliment her fake-Chanel shopping bag and designer outfit, strutting down a Georgetown street with Presha by 2Chains & Lil Wayne in the background and posing for various closeups of her in, on and around the car. Check it out here <https://www.instagram.com/p/Cz2Tntnr9ir/>. At one point in the video, you can even see a PCA logo on the windshield. Look how far our culture has come since the car was new in ’87!



Popping the cork at the Smithsonian castle despite the 34-degree Feb weather.



A couple poses on the Carrera in a shoot in Georgetown.



And action! Mini-movie production at Monte Ventoso mansion.

It's a fun experience meeting different couples with different stories; some are a little shy and overly careful with the car and just pose next to it, while others are more like, hey, let's pose all over it with cigars, gold chains, champagne, high-slit dresses and lots of makeup. Some want 20 minutes of a few classy shots, while others enjoy hours of posing at all angles – inside, outside, on top, top down, top up, drone video, etc. I charge by the hour, including time for me to drive to the location, so I'm fine with them having a little fun on their special day. After the first four shots, I started seeing the same Mesus Studios photographer who now shares my contact info with clients, and the orders have continued at around one per month. This weekend, it's down to Georgetown in front of the Transformers house, because apparently one of them is really into that theme.

Although I can't offer them a 964 Carrera RS 3.8, I think they'll be just fine with an '87 Carrera cabrio. As long as they don't ask to drive it down the Exorcist steps. **DV**



Bringing some Instagram fashion influencer class to the Georgetown Q Street neighborhood.



356 Diecast Models

STORY AND PHOTOS BY PHILIP VAN DEN HOUT

One of my hobbies is customizing diecast models (mostly 1/64 scale Hot Wheels/Matchbox/etc.), with my favorite model being the Porsche 356. Part of the fun is turning the models into little scenes along with some figurines to really bring them to life. In this set of photos, I recreated a 356 owner's club meeting at a garage. All the models you see in this set of photos are customized by me.

It's hard to pick a favorite out of them all, but if pressed I'd say top three are the slate blue metallic and oak green metallic cars with the rally lights, as well as the No. 4 car in the back, which is a recreation of the car owned by the founder of Arizona-based coffee brand Fourtillfour, Nico Samaras. **DV**

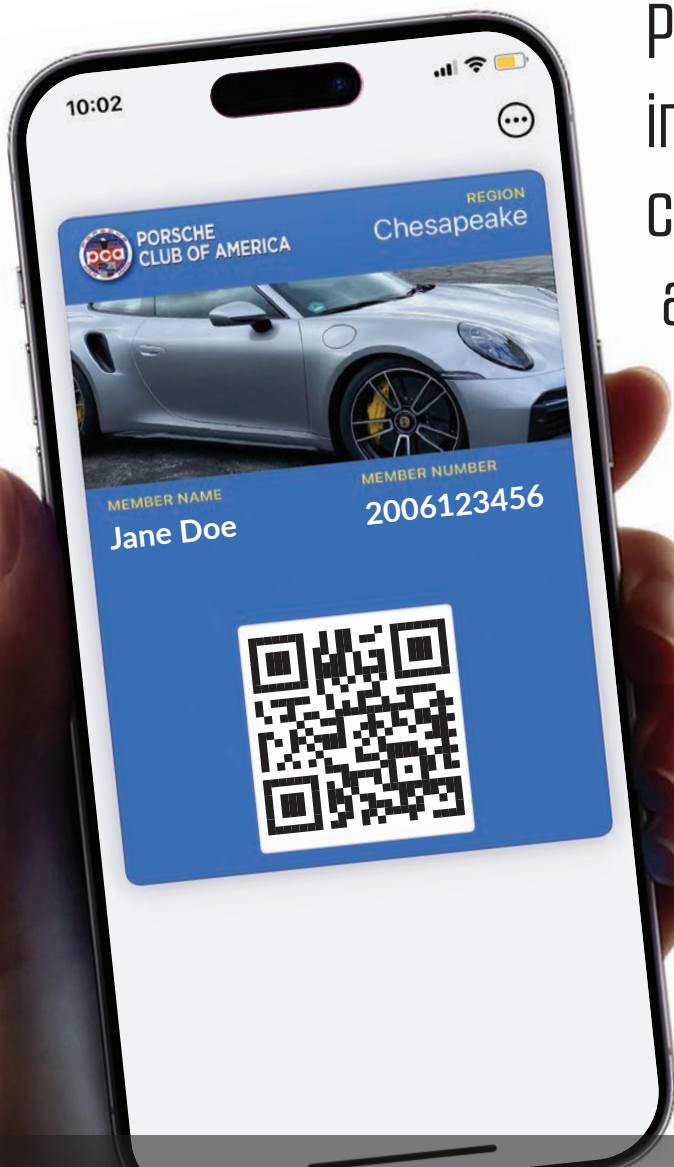


356C Ad in 1965 Road&Track

SUBMITTED BY JIM KENT

Jim Kent of Winchester, VA shared a prized possession: A cover of Road & Track magazine from February 1965 containing an advertisement for the identical car he owns, a 1964 356 C coupe. Here's the piece, along with Jim posing with his car after winning Best of Show - Foreign at an AACA meeting several years ago. DV

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Please submit your items with your name, a brief description and high-resolution photo(s) by email to: dveditor@pcapotomac.org And watch this space!

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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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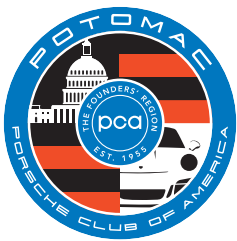
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An autocross is a closed-course driving event, and they are held in a large open area - such as a parking lot - where the objective is to safely complete the course in the shortest amount of time. New to Autocrossing? Parade is a great time to give it a try!



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