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Anthony Vasaturo's (PCA NNJR) GT3 Cup at Potomac's DE at VIR in April 2024. Photo by Etechphoto.com

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Glückliches 2025!



Steve Grumbach
Editor

Welcome to another year of Der Vorgänger magazine, our 71st consecutive year of publication. This is the first of ten issues we have for you—a bi-monthly start that will return to monthly until a wrap-up in a year-end November/December edition.

We start the year with a look forward to the many activities planned by our committees – certainly a little (or a lot) for everyone, regardless of your interest. And we're pleased to share several stories of travel adventures three Potomacans made last year.

The eagle-eyed among you may also notice we've tweaked the font presentation throughout, most notably in the headline treatment of the stories. We've done this to neaten and visually simplify their look. Over the years, Der Vorgänger has undergone several style makeovers, most recently in 2020, with the

application of Adobe InDesign's capabilities to present a more contemporary design with a fresh look. We didn't think the ol' mag needed a complete makeover but a graphical "tummy-tuck," a procedure not uncommon for any seventy-one-year-old.

The changes are the craftwork of our talented designer John Mills, who explains, "These design tweaks are meant to be a slight evolution, not a major design revision, something on par with a 991.1 to 991.2 difference. The general structure of the magazine will remain unchanged. However, we thought there was room to freshen up the design while improving some elements' readability. We've shifted to a more clean, contemporary font for all but the body text. The most impactful change will be in the headline treatments. We've changed the serif font with one more modern already

present in the layout: Bebas Neue Pro. We are also including more creative freedom in designing headline treatments, including color, different font weights, and layouts."

The sum of these subtle changes will improve the overall reader experience. We hope you like the new direction.

By the way, you can view all the issues of DV going back to 1957 online at <https://pcapotomac.org/magazine> and click on the Archive tab. (For issues in 2007 or older, be sure to first log in on the top-line "Member Login" tab.) We are also planning to select a few pieces in future editions that we know will be of interest in a "From the Archives" feature.

What hasn't changed? Our commitment to you to always bring a fresh and entertaining look at what our region has been up to. And a happy new year to you! DV

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Leadership in Motion: Thank You to Those Who Serve Our Club

I trust everyone enjoyed the holiday season! Last month I was quite happy to recognize our Club Leaders who have decided to pass the reins on to new blood. While it is always great to have leaders with much experience at the helm, it is also very beneficial to our Club's members if we can bring fresh perspectives. Thank you again to them: Bill Conley, Pat Kaunitz, Gary Sidell, Larry Finkel, and Susan Kimmitt. Special thanks to Steve Wilson for agreeing to Co-Chair our Club Race (with Allie Conley), as Henrik Ojikutu had to step down for health reasons. I believe these folks will continue to provide advice and support in various ways.

I hope you know that we have changed your Executive Committee for 2025. While space last month did not permit me to recognize all they have done for your Club, I now have that opportunity. Please profusely thank them any time you see them at our events:

- **David Dean**, outgoing VP, incoming DE Co-Chair: As everyone knows, we had some changes in Exec earlier in the year. David agreed to help, and his experience as a Past President has been invaluable to us. I especially appreciated his candor. This year he also spearheaded two significant initiatives: bringing live streaming to Club Racing and "taste of the track" to DE (introducing new members to an on-track driving experience).
- **Alan French**, outgoing Secretary, incoming VP: All I can say is that Alan does it all. He knows everyone in the club. He is extremely hard-working, and his organizational skills are unmatched. I am still wondering why he didn't take over the role of President earlier in 2024!

- **Stephen Kiraly**, Treasurer (continuing in 2025): I am so thankful for Stephen's advice and counsel, not only in financial matters but also when making other important decisions. We have known each other through DE for MANY years, so when he agreed to continue as Treasurer, I was ecstatic, to say the least.
- **Diane Sullenberger**, Past President (continuing in 2025): I have always been impressed with Diane's total commitment to our Club. She is always extremely responsive and will do whatever it takes to provide top-level service for our members. Her knowledge of the inner workings of the Club and how to get things done is unparalleled.

- **Kenny Kong**, incoming Secretary: He has brought so much enthusiasm to everything he has done for our Club – grid boss for Club Race, PorscheFest coordinator, DE Instructor, etc. Buckle up and get ready to experience Kenny's influence in 2025 and beyond!

Please feel free to contact me or anyone on your Executive Committee with ideas about how we can continue to make our Club the place you go to have fun! **DV**



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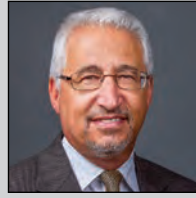
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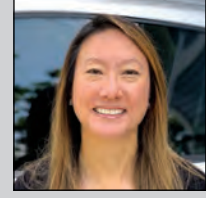
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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.

FEB



15 Social: Maryland Monthly Brunch,
Irish Inn At Glen Echo, MD

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
- **Webmaster Vice Chair**,
contact Ron Flax,
webmaster@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.

MARCH



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



1 Driver Education: Instructor
Refresher, Summit Point, WV

2 Driver Education: HPDC,
Summit Point – Jefferson Circuit,
Summit Point, WV



8 Concours: Intro to Concours
Workshop (Judging &
Concours-Prep)



15 Autocross: Autocross School,
Summit Point Motorsports Park,
Summit Point, WV



15 Social: Maryland Monthly Brunch,
Irish Inn At Glen Echo, MD



16 Autocross: Potomac Autocross #1,
Summit Point – Washington Circuit,
Summit Point, WV



21 Driver Education: First DE – Friday
Solo Day, Summit Point – Main Circuit,
Summit Point, WV



22-23 Driver Education: First DE of the
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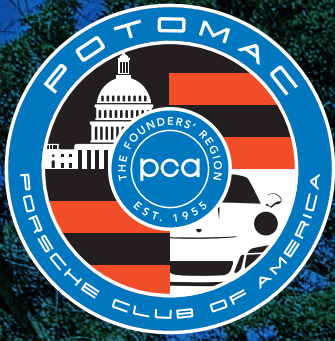
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THE YEAR AHEAD **2025**

GEAR UP FOR AN EXCITING YEAR WITH PCA POTOMAC!

Huddled indoors by the fire, sheltered from our region's bitter and fickle winter weather, now is the perfect time to dream about enjoying your Porsche once again. Take solace, friends—it won't be long now.

Our program committees have been hard at work planning a busy year, with over 100 diverse local events on the calendar. However you choose to enjoy your Porsche in the company of fellow club members, there's plenty to look forward to.

Here's a glimpse of what's in store for you as a participant—or even a volunteer—in PCA Potomac's programs. Whether you have a favorite activity or are eager to try something new, you'll find a wealth of opportunities to connect with like-minded enthusiasts in our region. **DV**



AUTOCROSS



PROGRAM CHAIRS PAUL BROCKMAN AND JEFF GARY

Whether you're a seasoned pro or just dipping your toe into competitive motorsports, PCA Autocross is an excellent program for you. Autocross is a competitive, low-speed driving event focused on vehicle handling, driver skill, and precision maneuvering.

The autocross season kicks off with eight events, beginning with a one-day school on March 15th. It's a great way to learn and hone your driving skills. If you're unfamiliar, Autocross (AX) is solo racing around a course marked by orange cones in a large parking lot. The goal? Navigate the course as quickly as possible—easier said than done!

Each month, the courses are uniquely designed with slaloms, increasing and decreasing radius curves, skid pads, and other challenges. Cars are divided into classes based on power and modifications, fostering year-to-year rivalries while also welcoming beginners eager to unleash their car's performance and refine their driving skills.

The PCA slogan, "It's not just the cars, it's the people," rings true at our events. When not driving, participants take turns as course workers, timers, and cheerleaders, supporting fellow drivers throughout the day. We hope to see you there! **DV**

DRIVE & DINE



PROGRAM CHAIRS JACKIE PETERS & MIKE PETERS

The PCA Potomac Drive & Dine (D&D) program offers Porsche enthusiasts the chance to enjoy their cars in a relaxed, informal setting. Our events take place on scenic backroads, with stops at restaurants, vineyards, breweries, ice cream shops, museums, national parks, historic inns, car collections, festivals, and more. As in years past, we'll explore the roads of Virginia, Maryland, and beyond. The season kicks off in April, with multiple monthly events running through November.

Our program committee is hard at work planning an exciting 2025 season. After a successful 2024, which featured 661 participants, 331 cars, and 37 amazing volunteers, we're aiming even higher this year. The 2025 schedule includes many returning favorites, plus a few new additions. Expect overnight trips like Virginia Highlands and Wild Wunderbar WV, a gourmet lunch at Field & Main, and the annual end-of-season drive to Morais Winery.

All Drive & Dine events fall into one of four categories:

- Drive & Dine: A single-day event featuring a scenic drive and an organized meal.
- Meetups: A drive ending at a local venue for an informal gathering.
- Tours: Multi-day events with extended scenic drives, dining, and lodging.
- Monthly Brunches: Rain-or-shine gatherings at convenient locations in Maryland and Virginia.

With a packed season ahead, there's something for everyone. Event details will be posted 1-2 months in advance via the weekly E-blast and the D&D webpage. We hope to see you on the road soon! **DV**

CLUB RACE



PROGRAM CHAIRS **ALLIE CONLEY AND STEVE WILSON**

PCA Potomac's Club Race was the first of its kind in the PCA nation. Now celebrating 34 years of annual racing, this year's event—held at Summit Point Motorsports Park—will take place September 12-14. This wheel-to-wheel amateur race is part of a series of 25+ events hosted annually by the national PCA Club Racing program at tracks across North America.

This past year, we trailblazed once again by launching live streaming of all the racing action on our **PCA Potomac YouTube Channel**—a feature now spreading to other regions! The 2025 event will build on this success, and we look forward to seeing you at this premier gathering.

RACERS

Our event attracts between 120-150 racers, with about 30% hailing from the Potomac Region. Racers must meet national licensing requirements and prepare their Porsche in accordance with the rules.

IF YOU'RE INTERESTED IN BECOMING A PCA CLUB RACER, SCAN THE QR CODE FOR MORE INFORMATION.



VOLUNTEERS

It takes more than 100 volunteers to make this event a success. Volunteers assist with all aspects of the race, including racer and volunteer registration, welcoming participants, gridding cars, flagging at corner stations, hospitality, happy hours and dinners, paddock traffic management, timing and scoring, and tech inspection. As a volunteer, you'll get an up-close view of the action!

Volunteer registration opens in July, with the link announced in the weekly eBlast and der Vorgänger. No experience is needed—we'll train all newcomers.

SPECTATORS

If you can't volunteer, come out as a spectator! Friday is primarily a practice day. On Saturday, each race group competes in two 30-minute sprint races. Sunday features a third sprint race for vintage cars and a 90-minute "enduro" for the other racers.

QUESTIONS OR INTEREST?

For questions, please email clubrace@pcapotomac.org DV



COMMUNITY SERVICE



PROGRAM CHAIRS **MARCIE CALCAGNO AND KERE HARPER**

PCA Potomac is dedicated to supporting those in need in our local communities. Each year, we organize a diverse range of community service initiatives to help ensure that everyone has the opportunity to succeed.

We're kicking off this year's Community Service program with our partnership with Montgomery College's Automotive Technology Program, funding a Tool Scholarship for outstanding graduates to help launch their automotive careers. With over half of college students facing financial struggles, this partnership helps ease the burden of starting a new career in the automotive industry. Scholarship recipients must demonstrate academic achievement with a minimum 3.0 GPA and a strong dedication to the field of automotive technology. Look for the QR code to donate and help deserving students access the essential tools of the trade.

This summer, Camp Porsche will once again take place during PorscheFest, offering local youth a fun-filled day at the track. This program safely introduces young participants to the car enthusiast world through engaging track activities. Volunteers will be needed to help support this exciting event.

PCA Potomac is also continuing its partnership with the Erin Levitas Foundation (ELF) to help prevent sexual assault. During Club Race weekend, we will once again host a silent auction benefiting ELF's community outreach and education programs.

And, of course, the holidays wouldn't be complete without our annual Toys for Tots campaign. We will again partner with the Social Committee to help bring joy to children throughout our communities this Christmas season.

Look for additional community service projects throughout the year that address the needs of the local areas where we live and play. If you have an idea for a service project, please reach out—we'd love to hear from you.

These outreach programs would not be possible without the generosity of our PCA Potomac members. Financial donations and volunteers are always needed and greatly appreciated. Thank you for your ongoing support! DV



CONCOURS



PROGRAM CHAIRS **PAUL VESSELS AND PERCY WHITE, JR.**

PCA Potomac's Concours season kicks off with an "Intro to Concours" class—a dual event featuring a judging school and a Concours-prep workshop to get participants ready for the upcoming season. The judging school provides an overview of concours rules and judging processes while helping develop experienced judges for our region's events. The workshop will demonstrate how to prepare various areas of your car for concours competition—it's easier than you think! This event is expected to take place in early March, with details provided via the Potomac email blast and club website.

The season officially begins with the 41st Annual Deutsche Marque Concours d'Elegance on Sunday, May 4, at Occoquan Regional Park. Co-hosted with local BMW and Mercedes chapters, this rain-or-shine event typically features over 100 cars per marque, judged across 11 categories from Porsche 356 to current models. Awards will be given to the top three in each category, plus Best in Marque. Food trucks, sponsors, and giveaways from vendors, repair shops, and dealers will be present. Volunteers are encouraged to assist with staging, judging support, and score tallying. Look for more details in *der Vorgänger*.

The 3rd Annual PCA Founders' Region Concours d'Elegance follows on Sunday, June 8, at Creeks Edge Winery in Lovettsville, VA. This all-Porsche event expects 70+ cars spanning classic

and modern models. Trophies will be awarded to the top three in each judged category. Sponsors will once again provide giveaways and industry insights.

Our People's Choice Concours returns during PorscheFest at Summit Point in July, where spectators will vote on their favorites near Chez Summit. Trophies will be awarded to the top three.

The "Fun Concours" at the PCA Potomac Annual Family Picnic on August 24 takes a lighthearted approach—cars won't be meticulously polished but will compete in 14 humorous categories, some voted on exclusively by attendees aged 17 and under.

The season wraps up with The Gathering of the Faithful (GOTF) on Sunday, September 28. While all Porsche owners are welcome, this event exclusively celebrates air-cooled Porsches (356-993). As a people's choice concours, awards go to the top three favorites. Stay tuned for mid-summer details on time and location.

Join the fun by entering your Porsche, volunteering as a judge, or simply admiring an incredible lineup of meticulously maintained Porsches. Concours is the only regional event where the cars stay still—no blur, just beauty! **DV**



DRIVER EDUCATION



SPONSORED
BY OG RACING



PROGRAM CHAIRS **BOB MULLIGAN AND DAVID DEAN**

The Potomac Driver Education (DE) program offers a full season of fun, running from March through October. We have 11 events, including three away weekends and eight home events at Summit Point, WV.

The focus of DE is safety—always. Unlike racing, DE is non-competitive and provides a structured, instructed environment for drivers to refine their skills. On-track and classroom sessions cover threshold braking, cornering techniques, "the line," "heel and toe," throttle management, vehicle driving aids ("Nannies"), and vehicle dynamics.

PROGRAM OFFERINGS

This year's program includes:

- High Performance Driving Clinics (HPDC) for beginners
- High Performance Driver Education (HPDE) events
- Instructor Training days

More details can be found on Potomac's website (www.pcapotomac.org) under Activities > Drivers Education and on the Calendar tab.

Green and Blue run groups fill quickly, so register ASAP! We're also working on a Women's HPDC this fall—watch for updates via the DE website and weekly E-blasts.

INSTRUCTION

Instruction is the heart of our DE program, with a dedicated team of certified instructors providing one-on-one in-car coaching and classroom-based learning.

- Each student is assigned an instructor one week prior to the event.
- Instructors contact students beforehand to introduce themselves, set a meeting point, and discuss learning goals.
- Skid pad sessions are available on many weekends to enhance car control skills—and they're incredibly fun!

After each event, Drivingevals.com is used to provide instructor and student feedback, making DE a mutual learning experience.

TECH INSPECTION

PCA DE events require a vehicle tech inspection within 30 days of an event. The updated 2025 Tech Inspection Form is available [here](#).

SCAN THE QR CODE FOR THE UPDATED 2025
TECH INSPECTION FORM.



To make inspections easier, local Porsche shops have volunteered to host free pre-event tech sessions—usually two weeks before a DE. Even if you're not participating, you're welcome to bring your car, watch inspections, and learn from experienced Club volunteers.

Check the PCA Potomac "activities," "tech inspection" tab to see the inspection location for your upcoming event.

If you can't attend a PCA Potomac tech session, many Porsche shops offer professional inspections (fees may apply).

DRIVER AMBASSADORS

Our Driver Ambassador program helps welcome and support new DE participants by answering questions before, during, and after events.

HAPPY HOUR

At the end of each day (except the final event day), we unwind with a Happy Hour—snacks, drinks, and plenty of trackside stories to cap off the day. **DV**

REGISTRATION FOR ALL DE EVENTS IS VIA
MOTORSPORTREG.COM (MSR). SCAN THE
QR CODE.



RALLY



Potomacans love rallies! Our 2025 schedule is fully flexible—we just need volunteers to help organize and run a few events.

Rallies are competitive driving events on public roads, following normal traffic rules. The challenges vary depending on the rally format—picture rallies, poker rallies, time/speed/distance rallies, and more. Creative, challenging, and occasionally perplexing, a Potomac Rally is like a scavenger hunt in your car. If you enjoy puzzles, you'll love rallying. If you love driving your Porsche on scenic backroads, you'll love it even more!

On occasion, we also host "Fun Runs"—scenic drives to a notable destination, adding variety to the calendar and ensuring there's something for every Potomac driving enthusiast.

Typically, we start with breakfast, then cars depart at intervals on a specified route. It's a great way for friends and couples to test their navigation, observation, and driving skills. We finish at a destination for refreshments and prizes! Rally courses are usually 60-70 miles long and take two to three hours to complete, always ending at a restaurant or special event where participants can socialize and admire each other's cars.

We have rally designs available from past organizers, so if you'd like to lead an event (or more!) for the club, please email Don Mattran: president@pcapotomac.org DV



COMMUNITY SERVICE



Lou Bartolo, Social Committee Chair, with donations.

TOYS 4 TOTS

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

It takes all of us to help each other and our community. This year's Toys 4 Tots campaign was a huge success due to the Community Service Committee's partnership with the Social Committee. When our past logistics partner for the toy drive could not assist this year, Lou Bartolo, Social Committee Chair, stepped in and arranged for a new logistics partner,

the Potomac-Bethesda Rotary Club. This partnership and the latest online donation option resulted in several boxes of overflowing toys and numerous online donations for needy children this past holiday season.

Thank you, everyone, for making the Toys 4 Tots campaign a success again! **DV**

SIXTH ANNUAL GT MEET
**A CELEBRATION OF
POWER AND COLOR**





A rare V-10 powered Carrera GT was a show favorite. Photo by Joshua.



Guther Werks 1996 993.



A GT3 arrives at the crowded venue. Locating parking for all the cars soon became a problem for late arrivals – including a group from as far away as Richmond!

STORY BY **JASON ALDAG**
PHOTOS BY **HARRISON, MOE, MATT, KEVIN AND JOSHUA**

Late last fall, Porsche enthusiasts gathered at Tysons Corner for the much-anticipated 6th Annual Porsche GT Meet. This year's event showcased over 80 GT cars and drew over 100 attendees, including spectators. As always, the meet proved to be a vibrant celebration of high-performance vehicles, unique colorways, and the unwavering passion of the Porsche community.

From the moment the meet began at 8:30 a.m., the parking lot filled with an impressive variety of GT3s, GT4s, GT3 RSs, and a striking assortment of Paint-to-Sample (PTS) models, alongside a selection of classic colors. The sheer volume of attendees highlighted the event's growing reputation, with some participants traveling from as far as Richmond to arrive on time. Within 30 minutes, the lot was nearly full, leaving organizer Loki Babu scrambling to find space for the latecomers.

Notably, Loki faced his own logistical challenges that morning. A last-minute air leak in his GT3 RS left him carless,

forcing him to Uber to the venue. Nevertheless, he juggled curbside accommodations and ensured a smooth experience for all, including finding a prime spot for a Silver Carrera GT that arrived fashionably late at 9:30 a.m. The stunning CGT instantly became the centerpiece of the meet, following in the footsteps of the Signal Yellow Carrera GT that stole the show a few years prior.

This year's gathering reinforced a key trend in the Porsche world: the celebration of individuality and bold color. Among the Skittles-like spectrum of colors, the PTS cars stood out, continuing to emphasize the distinctiveness of the GT lineup. As one of the most colorful and dynamic meets, the event's success points to an ever-growing community eager to celebrate their passion for Porsche.

With its vibrant atmosphere and growing attendance, the Porsche GT Meet has become a fall tradition that is not to be missed. If you couldn't make it this year, mark your calendar for next fall, as this annual event only gets better with age. **DV**



Left page, clockwise from top left: **Photo 1** Staying at the Schlossrestaurant Neuschwanstein is the only way travelers are permitted to drive their car up the mountain to the castle. It afforded Steve and Lynn a unique photo opportunity with their new 911 Turbo S. **Photo 2** At Burg Hohenzollern, the castle bailey and interior were decked (including the halls) with festive Christmas lights, trees, and decorations. **Photo 3** Steve & Lynn Cook enjoying gluhwein in the Munich Christmas Market in Marianplatz. **Photo 4** Heidelberg at night. Heidelberg Castle overlooks the Altstadt. The Karl Theodor Bridge crosses the Neckar River, separating the old town from the new.

A EUROPEAN DELIVERY JOURNEY

STORY AND PHOTOS BY **STEVE COOK**

When my wife, Lynn, and I scheduled our European Delivery experience to pick up our 2024 911 Turbo S, we underestimated just how much fun the journey would be. We weren't sure the timing was ideal—there was only one week to pick up the car from the factory in Stuttgart and return it, and our pickup date was just a week before Christmas. We wanted to be back in Virginia in time for the holidays with our family. But as it turned out, it became one of the best vacation getaways we'd ever had together.

We started our trip by arriving two days before our scheduled pickup, giving ourselves a night to rest after the flight before collecting our new car. The day before pickup, we decided to visit Heidelberg to see the castle and explore the Altstadt (old town).

For those who have never been, Christmas in Germany is a magical time of year. Many towns and cities have Weihnachtsmarkts (Christmas markets), and open-air market fairs ranging in size from quaint market stalls to sprawling events. The market stalls sell various goods that are often locally made. Some are Christmas-themed; some are not. You can find almost anything, including handcrafted soaps, wood carvings, Christmas ornaments, hats, scarves, gloves, clothing, candles, antiques, cuckoo clocks, region-specific crafts, etc. However, delicious food and gluhwein is the common thread, no matter which city's Weihnachtsmarkt you visit. Gluhwein is a wine drink mulled with cinnamon and spices, served nice and warm, and is a special treat only served this time of year.

While Heidelberg's Christmas market is relatively small compared to other cities, the food is exceptionally delicious. You won't find their special recipe of spaetzle (noodles) elsewhere and other cities' spaetzle will seem bland in comparison. Heidelberg's spaetzle is special because they cook it with smoked Gouda and onions, adding richness and depth. The Winzersteak (Vintner's Steak) and kartoffelpuffer (potato pancakes) in Heidelberg were the best of anywhere on the trip.

After the Christmas market and a nice meal, it was back to Stuttgart where Porsche arranged for us to stay at the Steigenberger Graf Zeppelin hotel - Porsche's hotel of choice for the European Delivery program. We enjoyed the Christmas market in Stuttgart—one of the largest in Germany. It was massive compared to Heidelberg's, and one could easily get lost without paying attention while wending through the labyrinth of shops and stalls.

The following morning, we got an early start at the Porsche Museum. Admission is included in the European Delivery program along with dinner at the museum's restaurant.

The museum showcases a stunning collection of iconic cars highlighting the genius behind how Porsche seamlessly blends design with performance. We gained a deeper appreciation for how Porsche's innovations have pushed boundaries and set new standards for automotive excellence over the years.

Dinner at the restaurant was a delicious three-course meal consisting of soup with bread, entrees with a wine pairing and dessert served with champagne. The meal was exquisite and the service was exceptional.

The following day marked the highly anticipated moment of the trip—taking delivery of our new 911 Turbo S. This was an unforgettable moment for me—fulfilling a dream I've had since I was five years old.

Porsche's pageantry surrounding the experience is meticulously planned and executed. It begins in the visitor's center where various Porsche models are displayed. While waiting for your factory tour to begin, you're treated to coffee and refreshments. A Porsche Ambassador then greets you and guides you onto the factory floor, where you witness the assembly process from start to finish.



A silent motor slowly pulled back the black silk cover, revealing our new Porsche 911 Turbo S.



Burg Hohenzollern is a magnificent sight to behold in its nighttime Christmas splendor.

If your vehicle includes Porsche Exclusive Manufaktur components, you can extend your tour to visit that facility as well. This is where all the bespoke craftsmanship takes place—including custom paint, seat embroidery, and virtually any personalized detail you can imagine. Out of respect for customers' privacy, photography is not permitted inside this building.

It's hard not to rush through all this in anticipation of receiving your car—but take your time. It's a wonderful part of the experience. After the tour, the Porsche Ambassador escorted us to the delivery center, where we were introduced to their engineer and an associate. Their car was in a private bay under a black silk cover, with the headlights teasing through, hinting at the underlying masterpiece of engineering and beauty. It was a magical moment. The black shroud was slowly drawn over the car from the back while we watched from the front. The unveiling is a magnificent event filled with excitement and anticipation.

My new 911 Turbo S had temporary German license plates and mandatory winter tires (rented for an extra fee), as required by German law. After an introduction to the vehicle's features and the opportunity to ask questions, a photographer took our picture with the car. There was also a pen set, Porsche thermos and keychain included. We were then released into the wild!

Leaving the factory in Zuffenhausen we took the Autobahn to Munich. This stretch, between Stuttgart and Munich, is mostly flat and straight. It's the perfect opportunity to open up the best Christmas present ever. I got it up to a little over 180 mph, making quick work of the trip to Munich. The German drivers we encountered were polite and moved to

the right when they saw a cruise missile coming in their rear-view mirror. Many people waved or gave a "thumbs-up" in admiration of the beautiful car passing them by.

We spent several days in Munich exploring historical and cultural icons like Nymphenburg Palace, Frauenkirche, and the Hofbrauhaus. We regretted not being able to spend more time enjoying Munich, as the city is filled with wonderfully rich Bavarian history.

While Munich was a ton of fun, Lynn and I needed to move on to the next location on their journey. Further south near the Austrian border, in the Bavarian Alps, Castle Neuschwanstein sits majestically perched atop a mountain overlooking the Pöllat Gorge. The quaint little village of Hohenschwangau lies at the foot of the mountain in the Swabia region of Bavaria, with numerous shops, inns, and hotels.

The best-kept secret, though, is Schlossrestaurant Neuschwanstein, an historic tavern and inn built before the castle and has been in operation since the mid-1800s. Most tourists visit the restaurant, but the ten rooms located above the diners are less well-known.

They are charming, not overly fancy and are the only place you can stay in Hohenschwangau that allows you to drive your car to the top of the mountain right up to the base of the castle. All other tourists must either walk up the mountain or take the carriage. We had an amazing experience driving our 911 to the top and taking pictures right in front of the castle.

Hohenschwangau is a small village, but it is well worth the trip. In addition to the local shops and restaurants there are two castles here. The most famous is Neuschwanstein—which is even more beautiful at night. This is the location



Sculpture at Porsche Campus in Zuffenhausen.



Schloss Neuschwanstein is even more majestic at night.

that was Walt Disney's inspiration for Sleeping Beauty's castle at Disney World. The castle tour is fantastic with breathtaking views of the Pöllat Gorge, Aplsee Lake and the nearby town of Füssen. The older of the two castles is Schloss Hohenschwangau, the town's namesake. King Ludwig II of Bavaria built Schloss Neuschwanstein to be a fairytale castle, envisioning the noble dream of King Arthur and the Knights of the Round Table. Sadly, his administration thought it was a waste of money and he was deposed and murdered before the castle was completed. Ironically, it is one of the largest income-generating tourist attractions in Germany today.

The restaurant is delightful as well serving delicious German fare. It closes by 5:00 p.m. so get there earlier if you want to enjoy the breathtaking views while dining. In addition to the indoor restaurant, a charming and generous man operates a snack kiosk immediately in front of the restaurant. He is a purveyor of hausgemachte quarkbälchen, which are traditional homemade German-style donut holes—but don't call them donut holes in front of him. He'll promptly educate you on the difference with a chuckle and a smile. They come three to a batch, but he gave us a fourth for free to ensure we both got an equal portion. He revisited this kindness when we ordered another batch while bidding him farewell for the next leg of our journey.

We departed Hohenschwangau, enjoying the twisting and winding turns driving down from the Bavarian Alps. It rained that day, but this allowed us to test out a feature of the 911. In Wet Mode, the car felt like it was glued to the ground. At one point, I looked down at the speedometer and was astonished to see that I was driving at more than 80 mph. The traction control was so incredible that neither of us realized we were going that fast in the inclement weather.

Their next destination was another special treat that only occurs during the weeks preceding Christmas. We traveled to Baden-Württemberg, where Burg Hohenzollern sits atop Mount Hohenzollern. Much older than Schloss

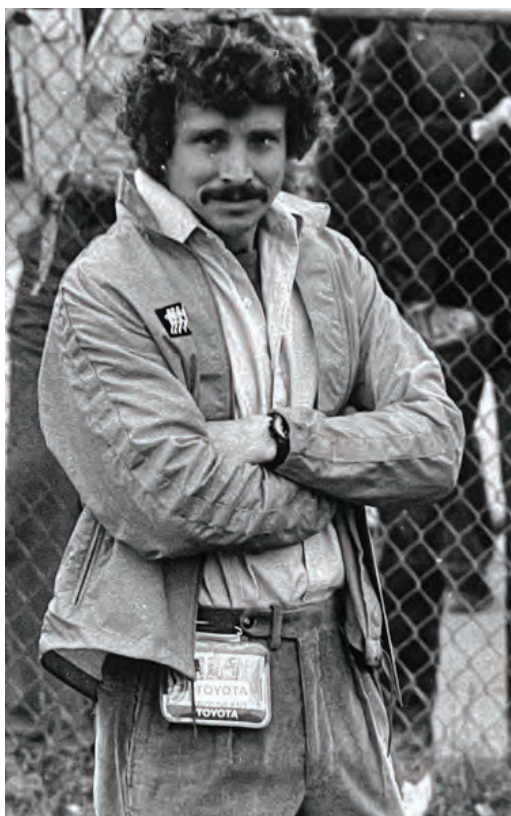
Neuschwanstein, Burg Hohenzollern was originally built in 1267 but underwent several reconstructions after the ravages of history. It is the historic seat of the Prussian royal family and is still owned by Prussian royalty today. Unlike the other castles, Burg Hohenzollern was built as a defensible fortress, dominating the mountain with its imposing presence.

During Christmas time, every room within the castle is adorned with beautiful decorations and opened to the public for a special evening event. In addition to touring the castle interior, dungeon, and treasury, visitors are treated to a movie explaining the castle's history projected 360 degrees around the bailey. Guests may enjoy gluhwein, beer, pretzels, and other German treats within the courtyard.

Since Burg Hohenzollern is only a 45-minute drive from Stuttgart, we decided to drive back that night after visiting the castle. The following day, Lynn and I explored the Christmas market in Stuttgart during the daytime, when it was less crowded. It was a relaxing final day.

After our wonderful experience I'd choose the European delivery option on any future occasion. It was a fantastic trip from beginning to end and we highly recommended it for everyone! **DV**





Left Page from top:

Photo 1 AO Racing Porsche 911 GT3 R "Rexy". Photo by Ken Marks.

Photo 2 1973 Brumos Porsche 911 Carrera 2.8 RSR (on display at Amelia Island in 2022). Photo by Steve Grumbach.

Still plays with cars: Syd in the '70s, and at Road Atlanta last year. While not much has changed, he may have switched barbers.

TRIUMPHS AND MEMORIES

IMSA PETIT LEMANS

Road Atlanta, October 10, 2024

STORY AND PHOTOS BY **SYD BUTLER**

Carved from Georgia red clay farmland in 1969, Road Atlanta raceway was an instant and spectacular success. The first race in 1970 drew a huge crowd along with drivers like Denis Hulme, Vic Elford, Tony Dean and Mario Andretti. Fame followed throughout the '70s with Can-Am, Formula 5000, Trans-Am, and IMSA Camel GT series. Sports car racing had found a home in the heart of NASCAR country.

Porsche was there from the beginning, anxious to promote its 911 model as a race car/daily driver. Its brand ambassador was Peter Gregg, the brilliant perfectionist who in 1973 had teamed with Hurley Haywood to win both Daytona and Sebring early in the season. (He would win Daytona a staggering four times over his career).

I had met Peter on several occasions, and clearly recall our pre-race chat before the Camel GT 200 race in September 1973. We had mused over my 904GTS (purchase price \$4900) and his days of driving one in the 1964 Governor's Cup in Bermuda. He had also mentioned that a rare 911 RS 3.0 might be available at Sonauto in France.

He would win the day's race and later become one of IMSA's most successful drivers (41 victories in the 1970s alone) with his iconic white, blue, and red Brumos 911RSR. While I would go on the following year to purchase the RS 3.0 that he had suggested, I would never see Peter again.



Porsche Penske Motorsport trailer at IMSA Road Atlanta.



Syd's son Shane Butler at the race.



Iconic helmet.



Those memories were with me as my son and I drove through the Road Atlanta entrance – for me, for the first time in over fifty years. I felt at home, despite the new five-story press tower and a track infield – once only hills and trees – now chock-a-block with RVs, concession stands, and charcoal grills. The area where Peter's race prep tent once stood, with its simple blue canopy and aluminum poles, was now jammed with giant 18-wheel transporters and countless factory engineers preparing 600HP+ prototypes that would likely have lapped his RSR within one circuit of the 2.34-mile track. Road Atlanta had changed – but my memories had not.

Porsche Team Penske had arrived with two 963s, stunning red and white marvels which, with their winged doors widespread, resembled menacing sky dragons from a Game of Thrones episode. The massive Penske transporter, with its chrome siding, was itself an attraction, as was the

tyrannosaurus-toothed fascia of AO Racing's lime green RSR. Science fiction writers could not have imagined a scene more different from the 1973 past.

Porsche Team Penske had entered IMSA prototype racing two years earlier, to great fanfare but with only moderate immediate success. Still, by the 2024 Petit Le Mans, it had sorted out the issues and was one race away from both the Manufacturers and Drivers Championships. Odds also looked good in the 911-based GTD Pro categories. But there is no place for odds and predications in the heartless racing world – only preparation, skill, and luck.

When the chequered flag fell ten hours later, Porsche would celebrate one of its most successful seasons ever, even for



Porsche Penske Motorsport 963s.

this fabled manufacturer. Porsche, Porsche Team Penske, Porsche customer team AO Racing, and their drivers would take an astounding nine first-place titles in their respective categories. (Adding to that 2024 IMSA trophy haul, Porsche drivers would capture titles in the World Endurance and Formula E series.)

But as my son and I drove back to our hotel around midnight, my thoughts were not of the day's victories. They were of the past, of Peter Gregg and Porsche's inexhaustible and relentless commitment to motor racing since 1948. What drives them and fundamentally inspires them race after race, year after year, lifetime after lifetime?

And more personally, what had pressed me to return to Road Atlanta after 50 years? What had inspired my son to compete in PCA Potomac events since he was 18? At 82 years old, what possessed me to own and drive a 992GTS, my 16th Porsche since 1966?

There are of course no rational answers to my questions. You can't explain or quantify the passion and fierce determination that has produced over 30,000 motorsport victories throughout the world.

But I can answer, with diamond clarity, that my son and I are thrilled to feel part of a Porsche racing story that includes and honors drivers like Peter Gregg and everyone else who year after year, decade after decade, generation after generation, contribute to the splendid and incomparable motor racing achievements of this truly extraordinary manufacturer. DV





"Our cars were meant to be driven, not polished" - Ferry Porsche. Our remarkable 992.2 rental on a driving tour outside Zurich

Left page: On a walkabout in Zurich.



Kevin had a chance encounter with Porsche AG CEO Oliver Blume in front of the Porsche Museum.

I'VE BEEN TO *PORSCHE* HEAVEN

STORY AND PHOTOS BY **KEVIN GENTRY**

It took just a few nanoseconds for me to decide to travel with my girlfriend, Caryn, when she told me she had a work conference in Stuttgart, Germany. Despite my love for Porsche and travel, I had never visited Stuttgart, and now a trip was being handed to me on a golden platter. I left Washington, DC, on a sunny Saturday afternoon and arrived in Stuttgart on a cold, cloudy Sunday morning. After collecting my rental car, I was ready to explore Germany during our brief stay.

We started in the Rathaus district and stopped at Pane E Vino for a late lunch. This cozy Italian restaurant may be small, but its food is fantastic. Stuffed to the gills, we took a leisurely walk through the area and mapped out our route to Porsche AG headquarters in Zuffenhausen. Just a few miles from where we had eaten, we arrived at Porscheplatz in the early evening and managed to pop into the museum for a few minutes. My excitement at standing on such hallowed ground was immeasurable. I knew the next few days would surpass my wildest dreams.

Monday arrived, and although the museum was officially closed, I walked around the practically empty grounds. Thanks to my PCA membership, I secured free museum

tickets for the following day. My excitement only continued to build. I had checked before the trip about booking a factory tour, but, unsurprisingly, those had sold out well in advance—almost a year ago.

After exploring the factory grounds for a bit, I discovered a nearby dealership, just a block away from the museum, and it didn't disappoint. Inside, I found a collection of stunning classics and incredible machines, including some that had undergone the Sonderwunsch (special touches) program. I left with a commemorative Turbo 50th-anniversary weekender bag and was thrilled with my day's experience and returned to the hotel eagerly anticipating my museum tour.

When Caryn got back to our room, she shared some fantastic news. Her boss's husband, also a Porsche enthusiast, had found a last-minute cancellation for a factory tour on Thursday—and needed someone to join him. Despite our plans to travel to Zurich that day, I enthusiastically said yes, quickly rescheduling our train tickets for the early afternoon. Now, I had two reasons why I couldn't sleep on Tuesday night.



RUF Automobile headquarters in Pfaffenhausen, Germany.



A CTR in for updates at the RUF facility.



RUF RT-12S (997 generation) on display in the lobby.

RUF AUTOMOBILE GMBH

Wednesday morning started at 4:30 a.m. to begin the trip to RUF Automobile, about an hour and a half southeast of Stuttgart in the Bavarian village of Pfaffenhausen. I arrived at RUF with snow falling about five minutes before the doors opened. The early arrival offered me enough time to go into the very nice RUF gas station for breakfast of a Brezel - German butter pretzel - and hot chocolate. How often have you said you've had an excellent gas station breakfast in the United States?

After breakfast, I walked the few steps to RUF's front door, where I was welcomed as if I were a very old and distinguished customer. I lovingly eyed the white RT-12S and the Oak Green CTR Anniversary displayed in the lobby, and Marc-Andre, one of the sales professionals, offered me coffee.

I showed Marc-Andre my PCA membership card which got me a great discount on some RUF swag. He promptly donned his jacket and gave me a tour of the entire RUF facility. Every part of the premises was covered apart from the family home. I took many pictures except for the customer delivery hall where an extremely beautiful SCR was being readied for its new owner. It was painted in a variation of Porsche Rubystone (now known as Ruby Star,) but with a little more pink and purple added. It was stunning, to say the least. Behind it, in final assembly, was a Liquid Silver CTR Anniversary, which was awe-inspiring even in its incomplete state.

There was a new SCR engine on the dyno awaiting its bedding-in, one of the original 29 Yellowbirds was in for a

rebuild, a stealthy twin-turbo 993 was being readied for a customer, a 991 Carrera was in for some unique upgrades, and a 928 was being freshened up. A white CTR Anniversary was also starting its build process. The paint shop had what might have been the most exciting prospects. I was asked not to take pictures because of what was there. Still, all I can say is there is an incredible CTR3 Evo, white with Martini colors (all hand painted), about to terrorize some roadway very soon, along with a very wide-bodied mid-70s RSR-type 911 that is a new RUF prototype, also about to set the autobahn alight, which will be revealed soon.

From there, we went across the street to customer service where the original Yellowbird in all its glory sat in a corner of the shop. Of all the supercars I saw, that was a sight to be seen: such history, such a legendary car. There was also a 356 being restored, and the metalwork on the body needed to be seen to be believed! Everywhere you looked, technicians were going about their tasks, building by hand, the most incredible machines I've seen since I maintained F/A-18s for the Marines.

I thanked Marc-Andre for the mid-blowing tour and said goodbye with my precious RUF swag in hand. I made my way back to Stuttgart, totally in awe of what I had just seen. Back in town, I continued to flash my PCA membership and discovered that even the Mercedes-Benz museum offered me a discount.

Wednesday night, Caryn and I went to dinner in Ludwigsburg. We found a steakhouse called Viva that did not disappoint.



An exhibit of '60s era 917s – with one of the first, a 917LH long tail and Pink Pig 917/20 versions.



Porsche 356 "No. 1" Roadster – the first real car created by Ferdinand "Ferry" Porsche (1948).



The exhibition starts with a Porsche Type 64 (1934), the first automobile from what was to become the Porsche company.



Busy day at the Porsche Museum.

PORSCHE MUSEUM AND FACTORY TOUR

Early to rise on Thursday, we checked out of the hotel and made our way to the Stuttgart Hauptbahnhof where we put our luggage in the lockers, and then off to the Porsche Museum. We arrived early enough that the staff were the only ones there, so I took Caryn on our private tour. She saw for the first time all of the things that made me fall in love with Porsche.

Back down to the lobby and off we went on one of the greatest factory tours ever. A bonus was the engine assembly which is usually not part of the tour. Our tour guide had spent a large portion of his 26 years at Porsche in the engine shop.

Our tour was complete, but another surprise was about to unfold.


A 992 cabriolet pulled up just outside the museum entrance as we waited for our Uber. It was Porsche CEO Oliver Blume. I said hello and introduced myself. A very cordial conversation ensued, and Caryn was brought into the pleasantries. After a few minutes, we again said our goodbyes but suddenly remembered to ask for a picture. He turned gladly, came back, and threw his arms around me and Caryn took a great photo with us.

ZÜRICH, SWITZERLAND

On a cloudy and chilly day we made our way to Porsche Zentrum Zürich where I had reserved a 911 for the day. I mapped out a wonderful drive using the Porsche app Roads. PZZ is a Porsche classic entity, and they have some beautiful examples of Stuttgart machinery on display. Our favorite was an impeccably restored 1955 Speedster in white. A simply lovely vehicle that had me turning my couch cushions upside down in search of 499,500 Swiss Francs, nearly \$550,000.

Introduced to our 992.2 (a brand new Carrera Cabriolet,) we set off on a fantastic Roads app tour around Zurich and the surrounding Alps. The car was sublime. Switzerland, covered in fresh snow was unreal. But the highlight of this whole adventure was Caryn sitting beside me, enjoying the sights unfolding around us.

It was the most incredible week of my life, and I got to share it with the most wonderful woman. Yes, we had truly been to heaven - Porsche Heaven. DV




TOOL SCHOLARSHIP

MONTGOMERY COLLEGE RAPTORS



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CALL FOR PORSCHE AUTOMOBILIA

We're looking to feature Potomac's automobilia. Doubtless you have interesting artifacts, posters, trophies, badges, programs, models, emblems or other Porsche related collector items stashed away, displayed in your office or sitting on a bookshelf that would be of interest to the club. Time to let light shine on those items we'd like show in future editions of dv!

SEND US YOUR AUTOMOBILIA

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!

**DECEMBER
2024 TO
JANUARY
2025**



NEW POTOMACANS

DECEMBER 2024

THOMAS BECHERER
1997 911 Targa
from Alexandria

ANDREW BRETON
2018 718 Boxster S
from Alexandria

HOWARD DU
2002 911 Carrera Cabriolet
from Woodbridge

KYLE EAGLETON
2002 911 Turbo
from Fairfax

DOMINIC FALCO
1980 911 SC Targa
from Ashburn

JAMES FISCHER
2015 911 Carrera S
from Washington

MICHAEL GOLEMBE
2017 911 Carrera
from Oakton

CHRISTOPHER KELLY
2018 718 Cayman S
from Thurmont

PATRYK LOSZEWSKI
1983 911 SC Cabriolet
from Mclean

JOSEPH MERCHLINSKY
2024 911 Carrera T
from Bethesda

ADAM MULRONEY
2002 Boxster
from Summit Point

ROSHAN NARAVULU
2000 Boxster S
from Springfield

PAUL RYAN
2025 911 Carrera
from Alexandria

JARRETT SCHULZ
2023 Panamera 4
Platinum Edition
from Fairfax

NIGEL STRAWDER
2016 Macan S
from Gaithersburg

MAHAMANE TOURE
2020 Macan S
from Rockville

DONALD WILT
2025 718 Boxster
from Ashburn

RYAN ZARITSKY
2004 911 GT3
from Bethesda

ERIK ZEMKE
2025 911 Carrera
from Lexington Park

NEW MEMBERS = 19

**MEMBERS TRANSFERRING TO POTOMAC
IN DECEMBER 2024**

PENELOPE J. ROSE
2022 718 Boxster GTS 4.0
from Darnestown

RICHARD POST
2006 Boxster
from Woodbridge

JANUARY 2025

MARK ADAMS
2015 911 Carrera GTS Cabriolet -
from Fairfax

CHRISTOPHER AMOS
2017 Macan S
from Alexandria

NII ANKRAH
2013 911 Carrera
from Clarksburg

ROMARIO BAILEY
2022 911 Carrera
from Ashburn

ERIC BRADSHAW
2019 911 Targa 4
from Washington

ANDREW BRIDDELL
2004 911 Turbo Cabriolet
from Purcellville

KIERON BRYAN
2024 718 Boxster GTS 4.0
from Alexandria

MICHAEL COLON
2024 Macan GTS
from Dumfries

GREG DESFORGE
2003 Boxster
from Martinsburg

JAMAAL DIXON
2017 911 Carrera S
from Waldorf

MICHAEL DONOVAN
2017 911 Carrera 4S
from Frederick

AARON FAIRCHILD
2014 Cayman
from Rockville

DANIEL FAIRSHTER
2008 Cayman S
from Fairfax Station

JONATHAN FITZ-ENZ
1966 912
from Frederick

IAN FOSLER
2025 Macan GTS
from South Riding

LAWRENCE GIBSON
2022 718 Cayman GT4
from Accokeek

NIKHIL GUPTA
2024 718 Boxster GTS 4.0
from Arlington

HERMAN IP
2025 718 Cayman GTS 4.0
from Falls Church

PAVEL KAZENKOV
2017 Cayenne Turbo
from Washington

DAVID KIRBY
1970 914-6
from Gainesville

RONALD LUCAS
2019 911 Carrera
from Mitchellville

WILLIAM MCCARTHY
2013 911 Turbo
from Fairfax

DANIEL MCFARLAND
2019 718 Cayman GTS
from Broadlands

FAROUC MURAD
2017 Cayenne
from Mclean

TUCK NGUYEN
2003 911 Carrera
from Clifton

MICHAEL OLSON
2014 911 Carrera
from Chantilly

JEFF RABIN
2007 911 Carrera 4S Cabriolet
from Leesburg

AHMED RAIA
2007 911 Carrera S
from Stafford

L. SCOTT SCRIBNER
1982 911 SC
from Gaithersburg

RYAN SMITH
2015 911 Carrera S
from Washington

JEFFREY ZUB
2023 718 Cayman GT4
from Fairfax Station

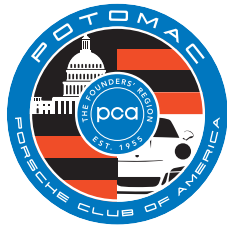
NEW MEMBERS = 31

**MEMBERS TRANSFERRING TO POTOMAC
IN JANUARY 2025**

RANDY HORTON
2025 718 Cayman S
from Ashburn

BRETT NILSSON
1970 914-6
from Washington

**JANUARY/
FEBRUARY
2025**



PCA POTOMAC ANNIVERSARIES

JANUARY

5 YEARS

Julie Tyler
Jay Work Jr.
James & William Cox
John Ludecke
Phil Di Ruggiero
Amirreza Tosi
Robert & Jeanette Gionfriddo
Donald Mattingley
& Zhulide Shefket
Greg Arsenaault

10 YEARS

Colin Coffman
Michael Bohn
Kenneth D'Angelo
Yama Habibzai
& Yogul Shikarpuri
Dave & John Woodson
Chuck Sowers
Stephen Robinson
Max Villagra
James Lindner
Steven Hahn
Neil & Janeen Green
Zack Stoeckel
Xiangdong Ji

15 YEARS

Rugene & Avis Spruill
Charles Taylor
Beth Koch

20 YEARS

John & Julia Bennett
Michael Scheidt
Harvey Dickerson
Marvin Morris

25 YEARS

Paul & Katherine Armstrong
Chris & Madeline Chulumovich

30 YEARS

Mark Tlumacki & Elizabeth Young
David & Nicole Segall
Paul & Beth Martino

FEBRUARY

5 YEARS

Chuck Hall
Michael Maddiex
Bikram & Dimpy Bakshi
Ari Karo & Stephen Kent
William Connors
Claus Langfred
Kevin & LaCher Campbell
Mark & Matt Creasey
Andrew Feinberg
Ronnie Lewis
Mikhail Serebrennikov & Nina Podorovskaya
Randy Smith
Chris Chon
Gene Wirwahn
Brian & Aaron Lal
Wendy & Todd Penry
Simon Kim
Renato Faria & Helena Galego
Nader Nayfeh
Nathan Sheers
Peter Espino
Aaron & Angela Jones

10 YEARS

Mark Russ & Teresa Moses
Manny & Andrea Carlos
Frank Dickey

15 YEARS

Kirtland Meyer

20 YEARS

Craig Brooks
Steven & Robert Wilson
Terence Murchison
Lane McIntosh

25 YEARS

Bruce & Mark Richardson
Daniel McGinn
Gerald Lee

35 YEARS

John & Cindy Hubbard Culbertson
Paul & Deborah Kendall
Matthew & Katherine Plasket

50 YEARS

Robert & Vivian C. Braunohler
Russell Kessler

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

MEMBER'S FOTO CORNER



Berk's 1991 Amethyst Metallic 964 Carrera 4.



Half Past Moon Coffee Buzz shop in downtown Marshall, Virginia.

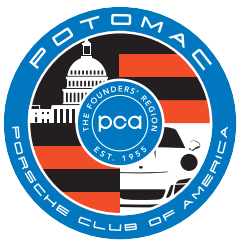
For many members, our Porsches are not mere transportation but vehicles for enduring events that conjure treasured memories of pleasurable adventures shared with friends and loved ones. Following a late-season drive before the holidays, Berk Bucukoglu shared such a story of his fond recollection of drives with his late father. Said Berk: "This is my 1991 Amethyst Metallic 964 C4 manual that I had restored - my first ever air-cooled Porsche. I recently lost my father and had the urge to hop in my car and drive to Marshall, VA to the last coffee shop (Half Passed Moon Coffee Buzz) where he and I spent time together right before his passing. He was always my co-pilot and this was a very special trip for me, albeit alone physically but not spiritually. It's not just about the cars, but about the experiences with those you love alongside you. The first holidays are tough after loss and the pain only goes away so slightly, as many know. The silence is deafening BUT I know he rides with me."



For honor and remembrance: Art Orton's 2001 Boxster S on Christmas Day to visit his interned parents at Arlington National Cemetery. Art's father was a WWII bombardier aboard a B-17 based in England.

FOTOS WANTED!

Send us pictures of your latest adventure (either near or far) with a brief description – whether with your Porsche, or not. (And a display of a DV cover will certainly catch our eye!) Send a high-resolution image (or two) to dveditor@pcaotomac.org



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Potomac, The Founders' Region
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To join the PCA, visit pca.org/join-porsche-club-america

