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Do You Like DV? Thank Our Advertisers!



Steve Grumbach
Editor

This month, I'll step away from my usual musings on all things automotive and speak directly about something essential to DV: advertising.

Advertising is the lifeblood of any publication. Maintaining a high-quality print magazine requires careful financial stewardship as printing and mailing costs continue to rise.

Over the years, we've done well in retaining advertisers but haven't added many new ones. That creates a gap between our advertising revenue and the cost of producing forty-page issues ten times yearly. The region's general fund—including a portion of your PCA membership dues—fills that gap, but we can't ignore the deficit.

Sure, we could cut costs by reducing the number of issues or pages, but is that what we want? Less is less, and in my opinion, that would diminish the product. Our leadership agreed, so instead, we're focusing on increasing revenue.

Late last year, we ramped up efforts to attract new advertisers and encourage existing ones to expand their ad presence. I'm happy to report that it's working: Craftsman Auto Care has upgraded to a full page, Porsche Silver Spring expanded to a half page, and D&V Auto Body has joined as a new advertiser.

Every additional column inch of advertising strengthens our financial position. We're making progress, and I'm confident more will come.

Does this take away from the content you love? Not much. And frankly, the juice is worth the squeeze.

Some might ask: Why keep a print magazine at all?

We all remember eagerly flipping through Car & Driver, Automobile, and Road & Track, fueling our passion for cars. But times have changed - many of those iconic magazines (and their like) have either folded or gone digital. PCA newsletters traditionally provided updates on events, leadership, and DIY projects - content now easily found via email, Facebook, our website, and YouTube.

So why print? Because it still matters.

New members frequently tell us that DV introduced them to club activities they weren't aware of - and now want to participate in. The magazine showcases the richness of our community, mainly through personal stories and in-depth features. Unlike digital content that demands active engagement, DV arrives at your doorstep, ready to be enjoyed at your leisure. It's also available at sponsor locations,

drawing in potential new members. Simply put, print creates a sense of connection that digital can't replace.

And from a business perspective? Advertising in DV makes sense.

Each month, the magazine reaches over 4,300 enthusiasts—most in the DMV, many with discretionary income, and quite a few with garages filled with more than just Porsches. It's a direct line to a passionate, engaged audience, free from the clutter of junk mail and online ads that get ignored.

At the recent Potomac 2025 Annual Awards Banquet, I had the pleasure of personally thanking our eighteen advertising sponsors, many of whom were in attendance. (See our article on page 10.) To them, I offer my deepest gratitude.

Now, here's where you come in. Support our advertisers. They support us. When you need services, give them your business—and when you do, let them know you appreciate their sponsorship. A simple thank you goes a long way.

And if you have a trusted shop, dealership, or service provider in the DMV that isn't advertising in DV, tell them they should be.

Because keeping this magazine strong is a team effort. DV

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Thank You and Congratulations

It was my honor and privilege to preside over our recent Awards Banquet to thank our many sponsors/advertisers and volunteers. It is impossible to specifically acknowledge the more than 50 of our sponsors and advertisers here. Still, we all know that we, as members, couldn't possibly enjoy the many events we have during the year without their generous support. Please thank them when you see them, and even more importantly, patronize these fine businesses whenever possible.

At the banquet, we had approximately 130 members, and all seemed to enjoy themselves immensely. For those who were not able to attend, I would like to let you know who received volunteer awards:

Steve Grumbach received the President's Award: He has led the effort to make this magazine one of the best in all of PCA (third place winner last year). It is a lot of work, but he loves creating a masterpiece every month. It does cost a pretty penny to produce *Der Vorgänger*, but we have had advertisers (new and old) step up to help out. Please see Steve's column on the previous page for some details.

Allie Henk received the President's Award: Always with a smile, she manages the grid at our Drivers Education events. It can be cold or hot and involves a lot of hours, but she has established such a fun environment that our drivers are most happy to come to the grid to help out!

Joe Minarik received the President's Award: He plays a major role in creating this magazine as Copy Editor and in writing many highly entertaining and informative articles for *DV*. He also works very closely and enthusiastically with Allie to manage the grid effort at away tracks. He loves driving his GT4 on track at DE's!

Sean Reiche received the President's Award: He has done a fantastic job (along with his fellow Chief Instructors) in taking our Drivers Education program to a new level! Not only does he play a major role in organizing our events, but he also runs most of our Advanced Classrooms. These sessions receive very high marks, and Sean is also sought after to do ride-alongs to provide coaching feedback for new and experienced drivers alike.

Daniel Salisbury was awarded Enthusiast of the Year: When we talk about "cross-pollination," Dan's name always comes to the forefront. He enthusiastically participates in Drive & Dine, Rally, Concours, Autocross, DE's, Board Meetings, Porsche Parade, etc. He is one of our Tech Chairs for DE's, which is a major time commitment, plus you must know your stuff!

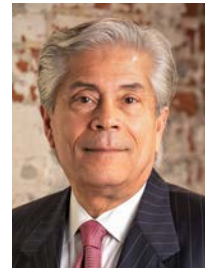
BMW Instructors and Crew was given Special Recognition: We are very grateful to these 20 friends who helped us in many ways, including running our Skid Pad program at DE's. It takes a lot of expertise and time to do what they do. Tommy Ivic is the "leader of the pack" and will do anything for anybody!

Susan Kimmitt was given Special Recognition: She is well known among her fellow drivers and instructors as one of the top drivers in PCA Potomac. She recently retired as one of our DE Chairs. The DE program is complicated, and her organizational skills and expertise have been critical to its success. Going forward, she can enjoy some free time while in the paddock!

Ron Tilton was awarded Instructor of the Year: He is an excellent driver and Instructor, sought after by many for coaching on the track. He has also made a big-time commitment by taking on the role of Track Coordinator, which is a tough one considering all the changes tracks have recently been throwing at us. His calm demeanor can be contagious, which is always a good thing when it comes to high performance driving!

David Dean received the Founders' Award: He is a Past President and most recently agreed to step in as Vice President when his experience and wise counsel were needed. Since his services are no longer needed as Vice President (and he has all this extra time!), he has recently agreed to assume the position of DE Co-Chair. He has also trailblazed by sponsoring the first ever PCA Club Race live streaming and spearheading "taste of the track" in our DE program. This is a great way to introduce members to the excitement and joy of track driving.

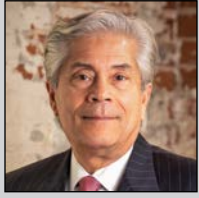
Please join me in congratulating (and thanking them for volunteering) these fellow family members when you next see them at an event! **DV**



Don Mattran
President

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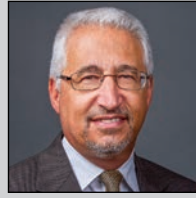
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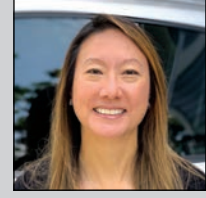
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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.

MARCH



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



22-23 Driver Education: First DE of the Season, Summit Point – Main Circuit, Summit Point, WV



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



29 Concours: Intro to Concours - Judging School & Concours Prep, Porsche Silver Spring, Silver Spring, MD

APRIL



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



5 Drive & Dine: The Mimslyn Inn in Luray, VA



11-13 Driver Education: Potomac's VIR DE, Virginia International Raceway, Alton, VA



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



26 Autocross: Potomac Autocross #2, Summit Point – Washington Circuit, Summit Point, WV



26 Driver Education: Tech Inspection @ GT Peace Automotive, Chantilly, VA

CLUB ANNOUNCEMENT

Open Club Leadership Roles

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

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

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

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

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



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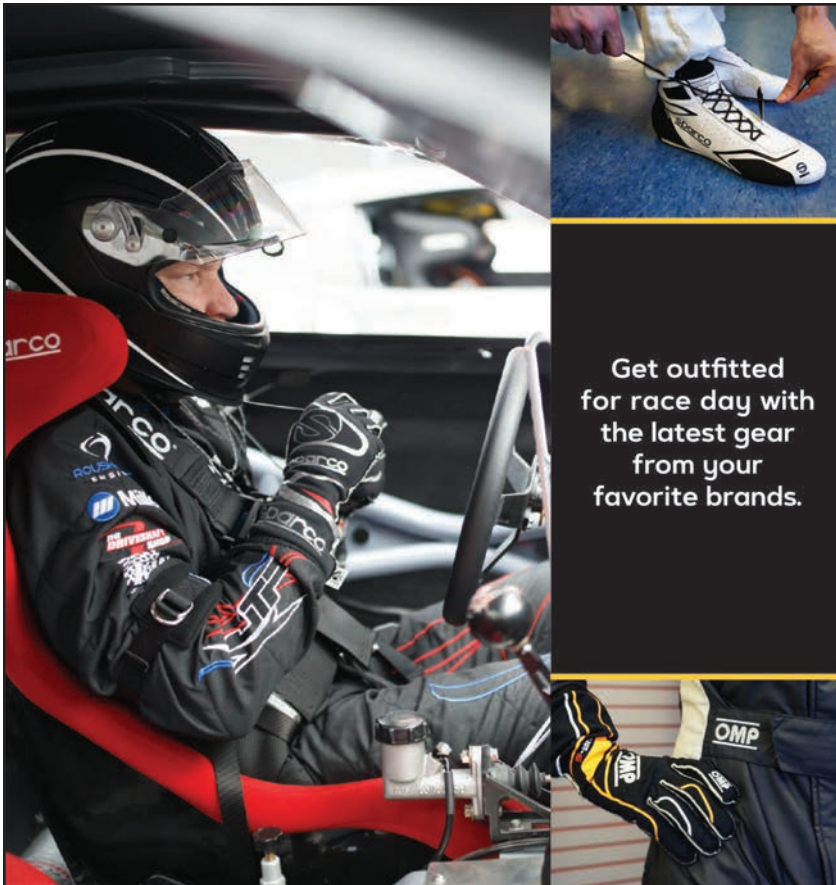
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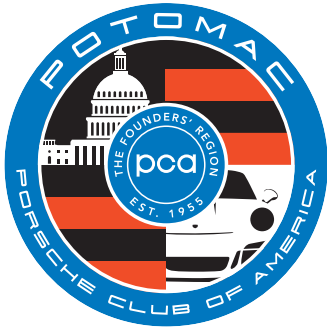
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POTOMAC PROGRAM HIGHLIGHTS

SOCIAL



2025 PCA POTOMAC'S VOLUNTEER & SPONSORS AWARDS BANQUET

PHOTOS BY **BILL SCHWINN**

On February 22nd, over 130 people attended PCA Potomac's Volunteer & Sponsors Dinner at Maggiano's Little Italy restaurant in McLean, VA. The annual dinner and awards ceremony honored those who supported our region in 2024.

Potomac President Don Mattran noted in his introductory remarks, "Thanks to dedicated volunteers like all of you, we held 76 events over 100 days last year, with over 500 registered participants. You showed up and generously gave your time for the good of the club. I want to thank everyone here tonight, whether you volunteered directly for Potomac, helped out while your Porsche person was away, or are here tonight to support a volunteer or sponsor. Thank you all!"

Past Presidents in attendance were recognized: Diane Sullenberger, Mia Walsh, and David Dean. We are seeing more cross-pollination between programs as the feeling of family continues to build (just ask Brian Walsh and Kenny Kong!). Lou Bartolo (Social Chair) and Kenny Kong (Club Secretary)

were profusely thanked for all the hard work necessary to put on this event tonight. Lastly, George Whitmore was recognized as the longest-tenured award winner in attendance (1991 Enthusiast of the Year). DV



Founders Award: David Dean (center) with Diane Sullenberger and Don Mattran.

PRESIDENT'S AWARDS

Steve Grumbach
Allie Henk
Joe Minarik
Sean Reiche

ENTHUSIAST OF THE YEAR

Daniel Salsbury

DRIVER EDUCATION INSTRUCTOR OF THE YEAR

Ron Tilton

SPECIAL RECOGNITION

Susan Kimmitt
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TPC Racing: Mike Levitas, Harris Levitas
Video Dynamics, Inc.: Bob Mulligan
Virginia Contractor Services, LLC: Antonio Conceicao
Westminster Speed & Sound: Mark Miller
Wilfre Co.: Martin Harrison
William Clothiers: Todd Baldwin



Sponsor Award: Video Dynamics – Bob Mulligan, Potomac DE Co-Chair, with Bob Simmons and Don Mattran.



Enthusiast of the Year Daniel Salsbury



Presidents Award: Joe Minarik (center), with Alan French and Don Mattran.



Sponsors Award: OG Racing – Mark Francis (center) with Steve Lebowitz and Don Mattran.



Special Recognition: Susan Kimmitt with Alan French and Don Marran.



Even at oh-dark thiry, the cockpit of the GT3 RS is an inviting place to be. "This is Capt. Kenny Kong. Please return your seat back to its full upright position and make sure your seat belt is securely fastened." Photo by Kenny Kong.

SPRING HPDC AT SUMMIT POINT

STORY BY **BOB MULLIGAN, DRIVERS EDUCATION CO-CHAIR**
 PHOTOS BY **ETECHPHOTO.COM**

The first Sunday in March brought Potomac PCA Driver's Education back to the Jefferson Circuit of Summit Point Raceway in West Virginia. The event was our first High Performance Driving Clinic (HPDC) of 2025.

It was a busy, very cool, but enjoyable day for 25 new students to experience how to approach high-performance driving in a controlled environment on a race track for the very first time. Skills focused on car handling, speed, safety, and control, not only on-track techniques but also everyday driving on public roads. This single-day event is open to all licensed drivers 18 years and older. No previous experience is required. We allow all makes and models to participate. (SUV's and EV's are excluded at this time). The day included plenty of classroom instruction and morning on-track exercises, teaching several vital lessons needed for road

and track. These moderate speed exercises were divided into braking skills, skid pad, and slalom. Many past students comment that driving car control exercises on the skid pad alone made the day worthwhile.

After lunch, the students in three run groups ran on-track lapping sessions similar to our regular Drivers Education HPDE weekend events. Helmets are required, and speeds are moderate but controlled and greater than those of the morning exercises. Each run group got to drive three on-track sessions in the afternoon. For all morning exercises and the afternoon on-track driving, the student had an assigned full-time in-car instructor who carefully showed each student how to drive the track using the terminology and classroom information given during the morning sessions.



Porsches assemble at the Jefferson Circuit of Summit Point Raceway, awaiting students and their instructors for the first High Performance Driving Clinic (HPDC) of 2025. Photo by Kenny Kong.



Student Michelle Hale, with Instructor (and National High Performance DE Chair) Mia Walsh, in a 2015 Boxster S.



Kieron Bryan with Instructor Jason Gidge in an Aventurine Green 2024 718 Boxster GTS 4.0 followed by Mike Peters in his Miami Blue 2021 GT4 with Instructor Stephen Kiraly.

For this HPDC event, we had 25 students, 34 instructors, many volunteers, our chief instructors, registrars, tech support, cone chasers, along with friends and family. It looked like everyone had a great day! We ended with a Happy Hour, where everyone enjoyed beverages, snacks, and stories (and we don't fact-check the stories!).

Potomac has two more HPDC's scheduled for the end of September, in addition to four DES held at our home track (Summit Point) and three away DE events (VIR, Watkins Glen, and Pittsburgh International Raceway). The High Performance Driving Clinic on September 28 will be a Women's HPDC and registration for that is now open on MotorsportsReg. **DV**



Justin Paulman (in car #22) with Instructor Mark Francis in a 1998 (986) Boxster navigates a turn ahead of Ben Francis with Instructor Robbie Wilson in his 1989 944.

PLEASE CHECK OUR WEBSITE FOR MORE INFORMATION ON THE ENTIRE DE PROGRAM BY SCANNING THE QR CODE.





SEBRING

1959



Jo Siffert and Hans Herrmann's winning 907K-024 at the head of a line-up on the grid.

Left page, from top: **Photo 1** #51 Porsche 907K driven by Vic Elford and Jochen Neerpasch. They would finish second. **Photo 2** Porsche 906 E driven by Armando Capriles and Alfredo Atencio. It did not finish due to accident damage.

I hadn't told my parents that we would have to hitch-hike part of the way out of fear they would nix the trip.

WITNESS TO HISTORY

STORY AND PHOTOS BY **CRAIG BOND**

In 1967, my high-school buddy Paul Lefebure introduced me to spark plugs and ratchet wrenches and invited me to the local Sports Car Club of America track in Marlboro, Maryland. In August we watched Mark Donahue win in the legendary Trans-Am Series. Through Paul's connections, we were enlisted as apprentice timers. At the last race of the year, someone suggested we get more experience as timers by working at some big race in Sebring, Florida. It would be an extraordinary opportunity to see more of the raging Trans-Am Series – plus a spectacular introduction to international endurance racing.

As March 1968 approached, we pleaded with our parents to allow the unthinkable: permitting us to miss a week of our senior year to go to a car race. Providence led us to Mr. Prim, who was also going to the race at Sebring and offered to drive us to Florida and back. We presented our parents with our invitation from the chief timer, including pit passes. To our astonishment, our parents allowed what became the epic road trip of our youth.

We were delighted when Mr. Prim arrived to pick us up in a brand-new 440 cubic-inch Dodge Charger. We rode southward on newly completed sections of Interstate 95 and secondary roads. Along the way, our eyes were confronted with the reality that not everyone lived in the affluence of Montgomery County, Maryland – the first life lesson of the trip. We spent that night somewhere in South Carolina at a grade-C roadhouse. We were sorely tempted to join the music and laughter of girls at a party in the parking lot, but the risk of losing our Sebring adventure restrained us.

The next day, Mr. Prim dropped us off near Saint Augustine, Florida, as he planned to visit there before he would join us at Sebring. I hadn't told my parents that we would have to hitch-hike part of the way out of fear they would nix the trip. Hitching rides came with some risk, but they were essential for this teenage adventure.

We left the track for lunch in Sebring. Somewhere along the way, we caught a ride with Brock Yates, executive editor at Car and Driver magazine.



Porsche 906 driven by Bob Bailey and Jim Locke.



Heishman's Porsche 911R.

Soon after we extended our thumbs, a dusty '56 Ford station wagon with North Carolina plates rolled up. The driver, wearing a straw hat, thick glasses and ragged bib overalls, asked where we were going. "Sebring," I answered a bit tentatively. He motioned for us to get in. Paul introduced us as we headed south into the orange groves. The old man didn't offer a name, but let on that he was "running before the law after a fight with my old lady." Now, he was "going to Miami to find a rich woman." We politely refrained from laughing. When we stopped for fuel at a roadside store, the old man came out sporting new shoes, bib overalls, and a plaid shirt. He said that one of us should drive because he was tired and wanted to sleep in the back. The last we heard from him was, "Wake me when we are in Miami."

Looking at our map, it was clear that we were generally headed toward Miami, but we were getting out at Sebring along the way. Forty minutes later near dusk, I pulled off the road just past a sign for Sebring Raceway. We quietly removed our suitcases and wished the sleeping Mr. Bib good luck with finding a rich woman in Miami. We had arrived three days early at the Sebring Raceway where racing had been conducted since 1950, longer than any other race track in the USA. Back in 1968 it was a 5.2-mile circuit, compared to 3.4 today. Sections of both circuits use the abandoned runways of Hendricks Army Airfield, where B-17 aircrews had trained before shipping out to join the World War II in Europe.

The next morning, we were delighted to compare the typical March weather in Maryland with the warm Florida sun, enhanced by the wonderful fragrance drifting in from the orange groves. We found breakfast at the small restaurant serving the sleepy airport that shared its grounds with the racetrack. Later we wandered around the remains of the Army base. Turning the corner on a nondescript building, I was stunned by a scene I still clearly recall vividly today. I was looking at the Porsche factory team. Five white Porsche 907s, each with a different brightly colored nose, looked like spaceships compared to other sports cars. Mechanics were busy preparing the prototypes under the supervision of a tall man I believe to be Ferdinand Piech, who drove the development of Porsche racers from the 911 to the 917.

Soon, the track came to life with the sounds of high-performance engines winding into the far corners, downshifting and accelerating onto the long back straight. Occasionally we heard the squeal of tires straining to stay on course. We located the timing shack and introduced ourselves to the chief timer. He seemed surprised to hear that he had invited teenagers to time an International Manufacturers Championship along with the Trans-Am race. But after touting our experience, we were indeed added to teams that would record track lap times and laps completed during the 12-hour race.



Author Craig Bond (left) and Paul Lefebure re-visited the winning 1968 Porsche 907K, chassis number 024, at the Don Panoz Gallery of Legends located in the paddock at the Sebring racetrack in 2018 on the 50th anniversary of their first trip. It is currently on display at the Revs Institute in Naples, Florida.

... and at Sebring before the race in 1968.



We left the track for lunch in Sebring. Somewhere along the way, we caught a ride with Brock Yates, executive editor at *Car and Driver* magazine. We had lunch at a restaurant on the circle in the heart of Sebring. The traffic around the circle featured an unusual concentration of sports cars driven by race fans attending the 13th edition of the race. A Chevy Lola, and some of the other barely “streetable” racecars, joined the parade.

During night practice we stood next to a flagman in turn 1 and watched the racers hurtling toward us. I had never been so close to so much speed. I instinctively stepped away from the edge of the track out of concern – but then quickly stepped closer, wanting to absorb the excitement of the spectacle. My senses were overloaded by oncoming headlights, roaring engines, screeching tires, and the smell of racing fuel, oil and rubber. When night practice ended, we hunted for a better place to sleep. The night before, I had misled Paul into believing we could sleep comfortably under newspapers. It didn't work. Our pit passes with the number “3” allowed unrestricted access in the paddock which included parking areas for the teams and support trailers. Necessity led us to a vacant house trailer whose door was unlocked. The next morning, comfortably rested, we made a discreet departure – and then noticed the sign on the trailer: PORSCHE.

On the day before the race, we watched the proceedings of technical inspections under the rejuvenating warmth of a sunny day in Florida. Studying racecars instead of school books was a surreal experience. The paddock was filled with Javelins, Cougars, Mustangs and Camaros. I had always been a Chevy fan and was enthralled by the giant-killer mystique of the Z/28 Camaro and its high-revving 302.



The lineup of the four short-tail 907s Porsche brought to Sebring.



Smokey Yunick, a liberal interpreter of the rule book, with his (in)famous "massaged" '68 Camaro at Sebring. Cheating? Well, unless the rulebook says you can't...

Smokey Yunick was there with his fabled Camaro. In 1967 at Riverside, California, his car ran 0.6 second quicker than the pole-sitting Mustang. It was quickly disqualified in technical inspection. Smokey is alleged to have stormed off back to Florida telling the technical inspectors something like, "You found a few infractions but missed most of them." Given his reputation for creative (but illegal) modifications to his cars, he rightfully carried the moniker, "Smoke(y) and mirrors."

I snapped a picture of Mark Donahue leaning on one of two Penske Camaros. At the end of the '67 Trans-Am series, Sports Car Club of America technical inspectors discovered the Penske Camaro had been acid-dipped, reducing its weight. Donahue had been told not to bring the illegal lightweight Camaro to another race or he would be suspended. Undaunted, Penske brought two identical Camaros to Sebring, including the illegal car. Donahue put the number 16, a legal car, through inspection, then drove it back to the Penske garage. They then put the number of the illegal car, number 15, on the legal car and put it through technical inspection a second time. It wasn't until years later when I read Mark's book, *Unfair Advantage*, that I understood what was really going on behind his poker face.

I was a Porsche fan because they had a giant-killer reputation, besides also being beautiful. At Marlboro, I had seen that what the 911s lacked in outright speed, they made up for in momentum and durability. Porsche was well represented outside the prototype class with one 356, five 911s, two 906s and a spectacular gold 911R sponsored by Heishman's Porsche in Arlington, Virginia.



Mark Donahue with No. 16 (maybe; see text!) of the two Roger Penske Racing Z/28 Camaros; it would finish 4th.

On the night before the race, Paul and I strolled through the paddock and watched the final preparations for the race. We were distracted by a raucous noise coming from across the track. Crossing the Martini & Rossi bridge spanning the front straight, we walked into the infield, drawn by the hollering and screaming, fireworks, colored lights, competing music, and bonfires in Green Park. We paused at the Coca-Cola bridge leading into the chaos and watched wild semi-naked race fans illuminated by the flames consuming one of the two-story do-it-yourself viewing stands. Paul said it appeared to be pure anarchy. I think we both realized that if we joined that pyrotechnic party, we might not be able to function as timers the next morning. Back in the paddock, we surmised the Porsche team found better accommodations than the house trailer which remained vacant – as far as anyone else knew.

The next morning, we were swept up by the excitement and anticipation of race day. Six months of planning, persuading, providence, and party avoidance were about to pay off. We had a quick visit to the front straight where the cars were staged for the Le Mans start. The number 49 Porsche 907 was lined up first, followed by a Ford GT, the Howmet turbine, the Chevy Lola and 68 other starters. In the huge crowd that surged around the starting grid, we saw team leaders Huschke von Hanstein, Roger Penske, Carrol Shelby, James Garner and John Weyer. Among drivers not already mentioned were Jo Siffert, Hans Herrmann, Richard Attwood, Vic Elford, David Hobbs, Jacky Ickx, Brian Redman, Pedro Rodriguez, Don Yenke, Janet Guthrie, Liane Engeman, Peter Revson, Jerry Titus, Ronnie Bucknum, George Follmer, Al Unser and Lloyd Ruby.



Destination Sebring! Mr. Prim's 440 Dodge Charger.



Memorable keepsakes from his road adventure: Craig Bond's credentials from the race.

We hurried back to our front-row seats in the timing shack located at the apex of action-packed turn 17. Fate had assigned timing responsibilities for two cars, one being the number 49 Porsche, to the team I was on; Paul was helping to time the number 29 Ford GT40. The first lap was exciting as the 9000 RPM buzz of the Porsche 907s led thundering American V8s powering Ford GTs, Chevy Lolas, Corvettes and Trans-Am racers. Every time one of my cars passed the designated point, I clicked the stopwatch and recorded the time on the official form. Then I subtracted the time from the previous lap to establish the lap time. The timing forms went to the scorers to establish the running order and determine the finishing order. We worked in shifts with other timers, leaving during our breaks to watch the action in the pits and on the track.

As the race went on, the brutal surface of the Sebring track led to mechanical failures. Several cars crashed with a slower Sprite, Spitfire or MG Midget. About six hours into the race, several pre-race favorites had retired, including two of the 907s, both Lolas, one of the GT40s, and the Howmet turbine. More than half of the starters were out, including twelve of the 23 Trans-Am racers. At the end of the twelve hours, the number 49 907 – the car I was timing – finished first. One lap back was the number 50 907. Amazingly, Trans-Am cars claimed the next three positions, with the Penske Camaros third and fourth, chased by a Shelby Mustang. A lone Corvette came next, leading three 911s that might have worn down the American muscle if the race were longer.

The next day we met Mr. Prim and began the drive north. Along the way, we toured a Southern Plantation – reflecting the affluence and suffering based on another way of life. As the evening approached, we visited Fort Pulaski near Savannah, Georgia, where I heard a sound that I had never heard before. A rhythmic whop, whop, whop sound preceded a dot in the sky. As the noise grew louder, the dot turned into a UH-1 Huey helicopter. Months later I would be back in Savannah at Hunter Army Airfield learning to fly the Huey and headed to Vietnam, but that is another story.

Back at home, Paul's teachers were shocked that the Class President had the nerve to leave school for a car race. Our friends wanted to know where we had been. We tried our best to explain our experiences with Mr. Prim, Mr. Bib, the luminaries from the racing world, the cars, the race, and our many precious insights into the world beyond high school. I believe we might have learned more that week than if we had stayed in school. Paul and I have returned to Sebring several times since then, including a reunion with number 49.

Whenever we talk these days, we never fail to enjoy laughing about what was the epic road trip of our youth. DV





A LOVE STORY IN LIVERY: THE PROPOSAL OF A LIFETIME

STORY BY **JASON ALDAG**
PHOTOS BY **KEVIN ROLDAN**

For Potomac Kevin Roldan, cars have always been more than just machines—they're canvases for creativity and personal expression. But when it came time to propose to his girlfriend, Alejandra Franck, he turned his Porsche Cayman into something even more extraordinary: a rolling love letter inspired by their motorsport heritage and deep bond.

Valentine's Day was the perfect setting. With meticulous attention to detail, Kevin wrapped half of his Cayman in the iconic Porsche Pink Pig livery - a nod to Alejandra's playful suggestion and shared passion for cars. But this wasn't just any wrap; it was a story told in decals and design.

Across the middle of the car, in German, the words "Will you marry me?" made his message clear. On the roof and fenders, heartfelt phrases like "I love you" and "Always & Forever" (also in German) reinforced his promise. The number 15 represented the day they started dating, while tiny hearts and their initials were hidden throughout the livery—small details with deep meaning.

To complete the moment, Kevin placed a matching Porsche Pink Pig barrel at his proposal location, Stone Tower Winery, decorated to set the perfect scene. Alejandra's reaction? She was thrilled. And most importantly—she said yes.

A LOVE BUILT ON PASSION, PORSCHE, AND MICHELIN STARS

Every aspect of Kevin's proposal had a personal touch, including the sponsor decals on the car. Some were inspired by his automotive journey—featuring well-known names like LiquiMoly, Shell, and Soul Performance—while others reflected Alejandra's passion for fine dining.

As a chef and baker, Alejandra has always admired Michelin-star restaurants and the legacy of the Michelin brand. In tribute to her love for culinary excellence, Kevin proudly displayed the Michelin Man logo alongside his favorite motorsport brands.

Other decals honored Kevin's friendships in the car enthusiast community, including Leen Customs, Last Era Motorsport, CooledCollective, and 000 Magazine/PitPaddock.

THE ROAD AHEAD

With their wedding set for July 12th, Kevin and Alejandra are already planning Porsche-themed wedding souvenirs, including custom Cayman pins and stickers.

For these two Porsche lovers, the road ahead is filled with adventure, passion, and a love built for the fast lane.

To Kevin and Alejandra, we wish you endless joy and clear, open roads! **DV**

TOKYO





Left page: On approach to Haneda Airport, the vast expanse of the city comes into view.

Renee and Tripp at the Tokyo Porsche Experience Center alongside the 718 Spyder RS.

FROM JET LAG TO JOY IN A PORSCHE

STORY AND PHOTOS BY **RENEE GEISLER**

Our Tokyo Porsche adventure? Unforgettable. Jet lag. Hotel drama. Pure driving joy. Incredible food. Amazing people. And, yes... we shopped. A lot.

Last year, it was all about the foliage—absolutely breathtaking. We loved it so much, we made a promise: we'd come back every year. This year, we had the perfect excuse—my husband's work trip.

AND THIS TIME, IT WAS ALL ABOUT CARS

Our meticulously planned itinerary took us from Liberty Walk's headquarters in Nagoya to their Osaka shop, the Toyota Automobile Museum, Rocky Auto, and a handful of hidden gems. But some of the best moments were simply watching Japan unfold: kids in school uniforms commuting on the subway, elderly shopkeepers sweeping their storefronts, everyday beauty.

WE HAD BIG PLANS FOR TOKYO. THEN... JET LAG HIT

By the time I landed, reunited with Tripp, exhaustion had settled in.

While Tripp had already been in Japan for two weeks, I arrived the night before our big drive. And let's be honest—driving a Porsche while feeling like you've been spun in a dryer? Not ideal.

The Porsche Experience Center isn't exactly around the corner. It's supposed to be a 45-minute trip. Our reality? Two hours across Tokyo Bay. Public transport? A disaster. Weekend schedules? Unforgiving. Taxis? Pure anxiety.

Our evening commute to our "driving town" was an adventure. We embraced the experience, but arriving at a deserted, cold train station late at night sparked panic. No taxis. No signs. Just us.

This page, clockwise from top left: **Photo 1** The shop at PEC offered far too many tempting choices. We bought them all! Look for us in our Japanese swag at the next cars and coffee! Some translation may be required.

Photo 2 A unique green 968 at PEC Tokyo, a collaboration between Porsche and L'Art De L'Automobile

Photo 3 An bold motorist in a vintage left-hand drive Jaguar E-Type Series II Roadster stands out as he navigates the busy streets of Tokyo.

Photo 4 In front of the Rocky Café, a classic-car themed Museum in Okazaki, Pictured is the mother and daughter who will ensure you have the best time at Rocky's.



A MOMENT OF PURE JAPANESE KINDNESS

A bus driver, who spoke no English, knew we needed help. He called a taxi, waited with us, made sure we were safe. Omotenashi—roughly translated to true hospitality.

The hotel? It was a smoking room—the same as in Tokyo. Two bookings, the same result. We almost cried. The staff was amazing, though—a de-smoking machine and open windows... still, my husband woke up feeling rough. But we had Porsche. We pushed through.

There was an unexpected connection at PEC Tokyo: Kudo Yasuko, from the Customer Experience Team, had the same backpack as me. Instant bond. She welcomed us like old friends, guiding us through the Café, restaurant, simulator, and—oh, the shop. (Let's say we came home with more than a few souvenirs.)

The centerpiece of the showroom? The 968 L'Art De L'Automobile. Seeing it up close? Breathtaking. Sleek, rare, and impossibly cool—it was a sight to behold.

Meanwhile, my husband was recovering (he was about as green as the L'Art car itself), and the PEC team went above and beyond. They took care of our bags, adjusted the schedule, and ensured we got the most out of our experience. Incredible hospitality.



View of PEC Tokyo track.

FINALLY IT WAS TIME TO DRIVE!

Ninety minutes in a 718 Spyder RS. Sounds short, but with one-on-one coaching? Unreal. Launch control, slalom, braking, drifting—the full experience. And that track! Nürburgring and Laguna Seca corners, recreated right here in Japan. I pushed the Spyder to its limits—it felt like an extension of me.

When my husband took his turn (I may have subtly suggested he skip the drift pad...), he loved it. We both agreed: we didn't need to bring a Spyder home. Yet.

Hot laps? Mind-blowing. Driving on the right? Been there, done that. At this speed? Next level.

And then—lunch.

The Chef's Lunch Course was a masterpiece. 911-shaped butter, elegantly plated dishes, a spectacular view. And since we were officially "punched out"—cocktails.



A 1950 Porsche 356 1100 "Pre-A" and a 1967 911 2.0 Coupe are among almost 140 cars displayed at the massive, three-story Toyota Automobile Museum near Nagoya. The museum spans the history of automotive evolution.



Renee celebrates the morning at the famous Hakone Shrine, a Torii Gate on Lake Ashi, one of five lakes surrounding Mt. Fuji.



From Kobe beef, which is better in Japan, to the freshest seafood and the finest ingredients, food was our favorite part of Japan. Everything is clean, recently harvested, and curated with passion.



Renee with Chef Pascal Swerts at PEC Tokyo.

AND THEN... LUNCH

Chef Pascal Swerts? A genius. His passion for food and hospitality was infectious, making every guest feel special.

From jet lag and hotel mishaps to exhilarating drives and unforgettable meals, this trip had everything. A celebration of Porsche passion, an ode to adventure, and a reminder of the kindness of strangers.

To the PEC Tokyo team—thank you. We'll be back. DV



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CONCOURS PREPARATION

STORY AND PHOTOS BY **BRAD WILL, REFLECTIONS AUTO SALON**

Preparing a vehicle for a concours is not overly complicated and can be a rewarding and successful endeavor with careful planning. The process methodically cleans surface dirt from the interior, exterior, and engine compartment. The preparation should be well thought out and deliberate, taking several hours and several days to achieve the desired result. Of course, this depends on the vehicle's overall condition, as some will require less time than others to prepare. The equipment, products, and supplies needed for preparation will vary depending on the car; however, it is generally not an extensive list. Avoid common errors in your preparation process to ensure your time is well spent and results in a car that shows well. Although a restored car is not mandatory, a well-preserved and well-presented vehicle should be your goal. The car does not have to be perfect. However, it should not be a vehicle with interior or exterior damage beyond normal wear and tear for the age of the vehicle as appropriate.

If your Porsche's appearance has been properly maintained, the concours preparation process is not complicated. It mainly involves removing surface dirt and enhancing the vehicle surfaces. Given the desired result at a concours event, the process should be well planned and deliberate. Adhering to a few guidelines and devoting a few hours, or even days, to preparing your Porsche can result in an enjoyable and successful concours result.

Achieving a concours win does not require a grade #1-restored Porsche. It does, however, require that the car is in reasonable condition. Reasonable condition means "Completely operable, well maintained or older restoration," showing wear: a good amateur restoration that is presentable and serviceable inside and out." A well-preserved-original Porsche is also a great candidate for a concours event.



INTERIOR

Auto detailing is a process that aims to achieve a specific set of appearance results on the vehicle's interior and exterior. Typically, the goal is a car that looks as good as possible, given its overall condition. In most cases, the auto detailing process is not overly complicated. The process has to be well-designed and deliberate to achieve great results. In the case of concours, the appearance standards are elevated, making the process more critical. Each step logically builds on the previous step in a proper auto-detailing process.

The required equipment, products, and materials used to prepare for a concours are not extensive but do need to be carefully chosen with quality in mind. The preparation equipment and product list can be as simple as:

- A vacuum
- Rinse-less wash product or car wash soap
- An all-purpose cleaner
- Interior detail cleaner and or dressing (low shine or matte)
- Tire dressing product (low shine)
- Spray wax or a good carnauba hand wax
- A dozen or so microfiber towels

Depending on your car's level of preservation, it's best to plan on several days preparing it for a concours. The preparation process can be separated into interior, exterior, trunk, and engine compartment. Executing the preparation process over several days is physically easier and helps you focus on each area thoroughly.

Begin the interior preparation by removing everything from the vehicle, including: storage compartments and trunk, followed by vacuuming dust and dirt from all visible areas of the vehicle's interior. If done correctly, the vacuuming step can take an hour or more. The cleanliness achieved during vacuuming will make the next step of cleaning the interior surfaces easier. Use an all-purpose cleaner and microfiber towel to clean the vinyl, plastic, and leather interior. I recommend spraying the cleaner on the towel rather than directly on the surfaces. If the vehicle is older, clean it gently so delicate surfaces and components are not damaged. No amount of cleaning will repair worn or damaged interior surfaces, so concentrate on removing visible surface dirt. Vinyl or fabric headliners and visors should also be cleaned where needed. Fabric headliners should never be sprayed directly with detergent. A foaming fabric cleaner sprayed directly on a microfiber is best. Clean the interior glass, including the sunroof and mirrors. Interior window glass may need to be cleaned several times to achieve concours results. To enhance the appearance of the dashboard and door trim, a high quality-semi gloss or matte protectant works best. Gently clean gauge lenses, glossy trim pieces, chrome door handles, and infotainment screens with a bit of glass cleaner or quick detailer sprayed on a microfiber towel. After the interior is cleaned and detailed to concours standards, place only essential or relevant items back in the vehicle and storage compartments. Before moving on to the exterior preparation, position all the HVAC vents symmetrically.



EXTERIOR

Similar to the interior process, preparing the exterior vehicle surfaces for a concours should consist of cleaning surface dirt from all visible surfaces and enhancement. Sometimes, doing a light paint polish and re-waxing/sealing may be beneficial. If the vehicle paint already looks great, do a thorough exterior wash and clean the wheels, wheel wells, and tires. I recommend a rinse-less wash for thorough and spot-free results. Modern rinse-less wash products are water-based and have advanced chemistry that cleans well, protects the paint, and produces a nice gloss. Rinse-less wash products typically produce great results on exterior glass and can be used effectively to clean wheels, wheel wells, and tires. Harsh wheel and tire cleaners are not necessary and can result in surface damage. Door and trunk jambs should be carefully cleaned with a microfiber towel sprayed with rinse-less wash. Neglected areas in the door jambs can be pre-sprayed with rinse-less wash to emulsify dirt. If the car's paint is lightly oxidized, lacks complete clarity, has very fine scratches, or is lightly contaminated, it may be beneficial to include a light polish as part of the preparation process. Unless you are experienced with using an electric polisher, it's best to polish by hand. Hand polishing takes extra time and effort. However, the results on well-cared-for paint are excellent. Most fine hand polishes use a chemical action, rather than abrasive, to clean and polish the paint. Polishes such as these remove "dead" layers of enamel or clear coat but will not scratch delicate paint. The polishing process aims to remove non-water-soluble contaminants and enhance the gloss, preparing the paint for waxing/sealing. The best waxes and sealants are easy to apply, protect the paint for a year, and produce a beautiful gloss. Remember that a paint sealant will

have a different type of gloss than a carnauba wax. Only a thorough wash and spray wax may be required for very well-maintained or recently polished and protected paint. Synthetic spray waxes are easy to use, enhance gloss, and protect the paint for several months. Painted and clear-coated wheels can be polished and waxed, just like the paint on the vehicle. This extra step can help set a car apart in a concours.

ENGINE COMPARTMENT

Preparing the engine compartment for a concours applies the same logic as the interior and exterior. The work should be minimal if a car is well maintained mechanically and the engine compartment is cleaned regularly. Engine compartment preparation should start with vacuuming loose debris, such as leaves, out of the engine compartment and from the cowl. Clean dirt and grime from the hood's underside and the fenders' sills. A rinse-less wash works well for this task. Make sure the battery posts and connectors do not have corrosion. If so, a neutralizing cleaner works well to remove the corrosion. Surface dirt can be cleaned from plastic and rubber components with an all-purpose cleaner and some microfiber towels. Painted body areas in the engine compartment can be cleaned with rinse-less wash and microfiber towels. If chrome or stainless steel under hood components are present, polishing with a metal polish can enhance those fixtures. Use caution not to get metal polish on rubber or plastic. A bit of glass cleaner sprayed on a microfiber can be used on well-maintained stainless or chrome underwood pieces to touch them up. Use a high-quality matte to semi-gloss protectant to enhance large plastic and rubber surfaces. An aerosol dressing works well on hard-to-reach hoses, but be conscious of overspray.



AVOID COMMON MISTAKES

As someone who has prepared cars for concours and judged, I want to mention a few errors I consistently see. The most common problem is visible interior and exterior dirt. A vehicle displayed at a concours event does not need to be in perfect condition. However, all visible areas of the interior and the interior compartments should be vacuumed and devoid of loose dirt. The interior and exterior surfaces should be very clean. The second most common issue I have seen is the overuse of protectants, tire dressing, polishes, and waxes. Very little product is typically needed during the application, but defer to the product instructions. Using too much product makes it difficult to remove residue and can result in a hazy or oily appearance on the vehicle surfaces, especially the paint. Excessive polish or wax can build up in between body panels and around trim and emblems. Clean excess polish or wax from these areas as you work. A microfiber towel and a quick detailer work best. Protectants and dressings should be high quality and have a matte or satin gloss. Follow the product directions carefully; some protectants must be polished with a dry microfiber after application. The ideal appearance for rubber, plastic, and vinyl is clean and rich. Finally, once your car is at the event, remove any dust and surface dirt from the drive before judging begins. A rinseless wash, quick detailer, and several clean microfiber towels are all that is needed to touch up a vehicle driven to a concours. **DV**

INTRO TO CONCOURS CLINIC AND CARS & COFFEE

AT PORSCHE SILVER SPRING

Porsche of Silver Spring has graciously offered to host this event along with their season-opening Cars & Coffee on Saturday, March 29th.

This event aims to develop a pipeline of potential volunteers to assist with and participate as judges at our regional concours events by providing some background and requirements on the art of concours at the various club levels. We will also provide enough information and guidance to encourage members who have been hesitant to enter their cars in these events in the past to do so in the future.

Steve MacKellar, our head judge, and Paul Vessels, Concours Co-Chair, will discuss the various levels of competition and areas that may (or may not) be judged based on the level of the event. We will also demonstrate the team approach and how to move through the judging sheet, as well as discuss classes, rules, and dos and don'ts during a concours.

We expect the classroom to run roughly two hours and the brief demo another hour and a half.

The Cars & Coffee runs from 9:00 a.m. to 12:00 p.m. The PCA judging workshop and concours-prep clinic are an overlapping session scheduled from 10:00 a.m. to 1:30 p.m. in the upstairs conference room. We will later move to one of the service areas or wash bays for a light demonstration of prep areas or a detailing demonstration. Come join us! **DV**

SCAN THE QR CODE FOR MORE INFORMATION
ON THE CONCOURS WORKSHOP.





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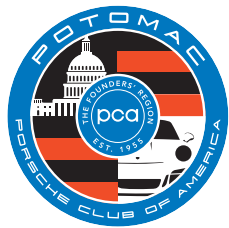
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**FEBRUARY
2025**



NEW POTOMACANS

FEBRUARY 2025

ARIF ALLY

2024 911 Targa 4 GTS
from Silver Spring

RONALD BEASLEY

2017 911 Carrera 4S
from Bowie

CHRISTOPHER BREAM

2018 911 Carrera S
from Arlington

LAURENCE CASE

2023 718 Cayman GT4
from Urbana

DAN COHEN

2016 Panamera GTS
from Oakton

TREVOR COOK

2025 718 Boxster S
from Gaithersburg

ZACHARY DEUBLER

2018 718 Boxster
from Alexandria

PETER DILLENER

2021 911 Carrera
from Reston

BORNA EMAMI

1991 911 Carrera 4
from Washington

LARRY FLEMING

2002 911 Turbo
from Saint Leonard

MURRAY HALL

2007 911 Carrera S
from Accokeek

JESSE HILL

2013 911 Carrera
from Fairfax

ERICK HODGE

2024 718 Cayman S
from Stafford

RYAN HOFFMANN

2015 Cayman GTS
from Fairfax

DANIEL JOHNSON

2015 Cayman
from Chevy Chase

GERALD KLEIN

2016 Boxster S
from Brinklow

STEPHEN KONYA

2009 911 Carrera S
from Alexandria

BRETT LEFFLER

2025 911 Carrera
from Potomac

BION LUDWIG

2020 911 Carrera 4S
from Falls Church

NEIL MANTLE

2024 911 Carrera GTS
from Knoxville

GLENN MATTHEWS

2013 911 Carrera S
from Manassas

JAIME MENDOZA

2017 911 Turbo S
from Potomac

SAM MININBERG

2010 Cayman S
from Potomac

JOHN NOLAN

2001 Boxster S
from Alexandria

DEAN PIANTA

2018 911 Carrera S Cabriolet
from Arlington

ARMIN RAOUFINIA

2025 Cayenne GTS
from Sterling

CHRISTINA TALLEY

2021 Panamera
from Woodbridge

WILLIAM THACKERAY

1980 924 Turbo
from Alexandria

STEVE TITUS

2009 Cayman S
from Reston

TIN VUONG

2017 Macan Turbo
from Manassas

SUPRAJ YEKKALA

2018 718 Cayman GTS
from Aldie

NEW MEMBERS = 31

MEMBERS TRANSFERRING TO POTOMAC IN FEBRUARY 2025

DANIEL MAUCK

1972 911E
from Martinsburg

ROBERT JORDAN

1990 944 S2
from Bowie

ROBERT BAKH

2002 911 Carrera 4 Cabriolet
from Rockville

MICHAEL SMITH

2022 911 Carrera
from Naples

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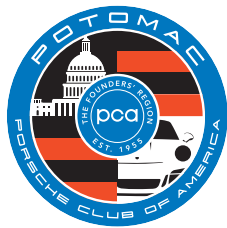
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- Invest in the next generation of skilled technicians

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MARCH
2025



PCA POTOMAC ANNIVERSARIES

MARCH

5 YEARS

Eric Pierce
John Bowen
Ed & James Smariga
Oliver Jennings
Randolph Yamada
& Maria Fe Caces
Esov Velazquez
Morgan & Joi Ruther
Luke Popovich
Tom & Zachary Hafley
Jamie & Melissa Rudert
Ronald T. Bartholomew

10 YEARS

Jeff Crook
Allen & Andrew Richards
Richard Edelman & Chris Stei
hauer
Raphael & Leah Gomez
Richard Gawthrop & Seong Kim
Ulysses Martin Jr
John Hewes

15 YEARS

Christopher & Jack Bowen

20 YEARS

Jacques-Paul & Michel Speyer
Robert & Mary Snieckus
George & Kay Baird
Joseph & Michelle Arleth

25 YEARS

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Jeff Erler & Cecile Pratt
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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 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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MEMBER'S FOTO CORNER



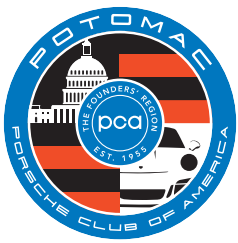
Glenn Havinovski's Carrera T draws an admiring crowd. (Yes, those are donkeys)



In January, we experienced a blast of arctic air, snow, and ice. Kenny Kong reports, "Hey, I cleared the driveway. Let's go!"

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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