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# DER VORGÄNGER

THE OFFICIAL MAGAZINE OF THE FOUNDERS' REGION, POTOMAC, PORSCHE CLUB OF AMERICA, INC.

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# UNDER THE BOOT

- 4 The Editor's Column
- 5 The President's Column
- 7 Potomac Events Calendar
- 10 Program Highlights
- 18 Getting Ready for Concours Season  
*By Brad Will*
- 22 42nd Annual Deutsche Marque Concours d'Elegance
- 24 992 GT3RS: A Pitt Race Farewell  
*By Kenny Kong*
- 28 Tech Tactics Live at Porsche Cars North America  
*By Paul F. Johnston*
- 30 Automobilia: A Wall Bursting with Porsche and Motorsport History  
*By Mike Copperthite*
- 32 Potomac Sponsors
- 33 New Potomacans
- 34 PCA Potomac Anniversaries

## INSIDE BACK COVER

Member's Foto Corner

## FRONT AND BACK COVER PHOTOS

Front: Kenny Kong putting his 992 GTRS through its paces at Pitt Race's final event.

Back: Kenny heading down the hot pit exit. The track's infrastructure, epitomized by a well-designed flagging station at pit out, was first-rate.

Photos by Jeremy Bryner/Downforce Photos and Chris Booth/Edge of Adhesion. Check out the story on page 24.



18



24



30

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## Powered by Volunteers.



Steve Grumbach  
Editor

A Porsche doesn't run on engineering alone. It needs an engine, fuel, oil, and thousands of other parts all working together. In many ways, our club works the same way. Maybe not with thousands of parts, but certainly with dozens, if not hundreds, of people.

The Potomac Region calendar is full of events, drives, track days, and social gatherings, but none of them simply appear on their own. The club runs because members step forward to make things happen.

Most members experience the finished product: an autocross day, a DE weekend, a concours, a social event, a community service day, or a tech session. But behind every one of those events are volunteers who have spent weeks or months planning, coordinating, organizing, and troubleshooting.

These members give their time, expertise, and energy simply because they believe in the club and enjoy sharing the experience with fellow Porsche enthusiasts.

Each one of our programs has leaders and teams who quietly keep things moving forward. The success of the club depends on people willing to organize events, lead programs, and help members have great experiences.

In this issue, we're highlighting some of the people who help make these programs possible.

Take a look at the photos from our annual Volunteer Awards Dinner (story on page 12). Each year, we take a moment to recognize the people who give so much of their time to the club. We gather to thank the members who help make our events and programs possible. It's always a great evening, and a reminder that the real strength of the club is the people behind it.

The club works because members participate. PCA has always been a hands-on organization where people contribute their time to help the community

Volunteering is one of the best ways to meet people in the club and become part of the community.

You don't need special expertise to help. Many volunteers start by simply raising their hand and offering to assist at an event.

Even a small amount of time can make a big difference.

The club runs because members step forward. And the next great event may be waiting for someone reading this to help make it happen. And a few words about the wonderful folks that make DV happen each month: Each issue of *Der Vorgänger* is a collaborative team effort of dedicated and talented folks, each of whom works tirelessly to bring you well-written, illustrated, and interesting stories of our club members, their exploits, and activities each month. Along with contributors across the club, several "regulars" are worthy of mention.

**Jason Aldag:** Co-Editor. Jason's work is often behind the scenes, editing and polishing member contributions and guiding the content of each issue. And everything he touches is better for the effort.

**Scott Bowen:** Photographer whose images have appeared on our cover numerous times, capturing startling views of Porsches in the metro area in all seasons, along with various Potomac events. Fourth of July Fireworks outside Arlington National Cemetery. It was his image of the Carrera at the Tidal Basin in cherry blossom blooms that led to our PCA National Award for "Best Cover"!

**Ted Hovis:** Another talented photographer whose event and scenic images have appeared on DV covers and with stories, including the sunrise at the US Capitol building, and the Halloween skeletons, among others.

**John Mills:** John is our talented designer whose work produces a vibrant, informative, and visually engaging magazine.

**Joe Minarik:** Joe is our copy editor, motorsports guru, and fact checker extraordinaire.

So, get involved in an activity you love. Compensation? You'll be amply repaid in gratitude and the enjoyment of contributing to over 100 program activities we conduct each year, many times over. You'll also likely bond with others who share your interests, resulting in meaningful relationships and fellowship that extend well beyond the club. How do you think I ended up here? **DV**

# Pat Ourselves On The Back.

Early in March, we held our first High Performance Driving Clinic (HPDC) at Summit Point for folks looking to try track driving or to better understand, and drive, their cars more safely on public streets. I'm happy to report that everyone had a blast. After the event, I received the email below from Steve Tull, which I believe exemplifies who we are as a Club. Steve refers to our beloved Tim Kearns, a long-time member who has tirelessly given his time to our Club in many ways, most recently as Driver Education Steward. Many of you may have visited him in his Black Box.

From Steve Tull:

"I just completed Spring HPDC with PCA Potomac at Summit Point. This was my first-ever high-performance driving experience, and it was terrific, super professional and well organized. Specifically, I want to thank my friend Tim Kearns for encouraging me to sign up and for making sure I met all the deadlines, and my instructor, Duyane (Norman), for his patience with a geriatric driver.

But the episode that says it all about PCA Potomac was when I picked up a screw in my RR tire on my first run through the slalom. I thought my day was over... but no. Duyane, Tim, and some

other folks sprang into action. Miraculously, a floor jack, torque wrench, and tire plug kit (not in everyone's toolbox) appeared out of nowhere, and my car was back in action.

Duyane and another instructor gave up lunch so I could do the skid pad, which I had missed. And I was able to drive in all three afternoon track sessions.

Thank you, PCA Potomac!"

## PARADE!

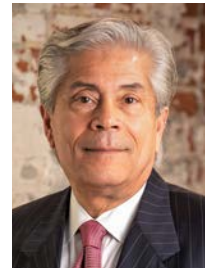
I know we have been talking a lot about Parade (June 14–20), and Diane Sullenberger did an excellent article in last month's DV, but I just have to put in a plug, a plea for action. We currently have 71 members registered, which is fantastic. I'd like to shoot for at least 100, with a stretch goal of 150+. After all, we are the largest region in PCA, and Lake Placid is pretty much in our backyard. Upstate New York is a beautiful drive as a destination (may have to avoid NYC). If you are even remotely considering it, the website ([www.porscheparade.org](http://www.porscheparade.org)) will provide plenty of information. At the bottom of the home page is a button that will take you to a YouTube video (1 hour, 23 minutes) that will tell you everything you need to know. At the bottom of the

video, you can click to bring up a table of contents on the right. Hint: at 50:46, a discussion of the actual events begins. Here are just some of the events offered:

- Banquets
- Concours
- Autocross
- Sim Racing
- Driving Tours (Fort Ticonderoga, Ausable Chasm, distilleries, breweries, museums, etc.)
- Rallies (Time/Speed/Distance or gimmick)
- Golf Tournament
- 5k Run/Walk
- Art Show
- PCA Juniors

Also, if you can't be there for the entire week, that's okay. Many members attend for a shorter time frame. The cost is very reasonable, \$300 registers you and a co-member. Additional event costs are also reasonable. The site will direct you to a list of 10 hotels at discounted rates.

Let's make this a Founders' Region Parade Party! **DV**



Don Mattran  
President

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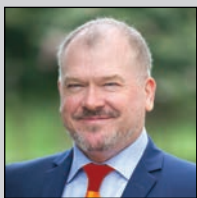
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# CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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

APRIL



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



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

MAY



2 DE: Tech Session for NJMP, GT Peace Automotive, Chantilly, VA



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



3 42nd Annual Deutsche Marque Concours d'Elegance, The Manor at Silo Falls, Brookeville, MD



15-17 DE: Potomac's NJMP Thunderbolt DE, New Jersey Motorsports Park, Millville, NJ



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



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



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

FIND OUT MORE AND REGISTER USING THE QR CODES

## 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](mailto:president@pcapotomac.org)

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

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

## POTOMAC MONTHLY BRUNCHES & LUNCHES

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

### VIRGINIA

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

### MARYLAND

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



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# POTOMAC PROGRAM HIGHLIGHTS

DRIVER EDUCATION

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Alex Maydanich, in his 2014 Boxster S, with Instructor Stephen Kiraly on the last turn.

## PCA POTOMAC'S SPRING HPDE

STORY AND PHOTOS BY [BOB HARTMAN/ETECHPHOTO.COM](http://BOB HARTMAN/ETECHPHOTO.COM)

PCA Potomac's Spring High Performance Driving Clinic is a one-day introduction to high-speed car control in a safe, controlled environment. It is tailored for drivers aged 18 and over with limited experience on daily roads. The Spring HPDC was held on March 8th at the Jefferson Circuit at Summit Point; the program will be repeated in the Fall.

The morning consisted of classroom sessions and three separate low-speed drills: skid pad, braking, and slalom. The afternoon offers full-course, high-speed driving with in-car instruction; it is optional and available for those who want to stretch their legs along with the legs of their Porsches. Prior technical inspections are required; further



Tanya Brennan, in her 215 Turbo S, with Instructor Kenny Kong, navigates turn four ahead of several cars in the Red group.



Ryan Hoffman (#13) in his GT4 and Instructor Chuck Harrison, coming into the last turn on the Jefferson Circuit.



Brent McDuffie at the wheel of his 2025 Porsche 911 GTS with Instructor Dan Salsbury at the last turn on the Jefferson Circuit.



Roman Cybyk with Instructor Henrik Ojikutu ends his lap through turn 14 in his 2025 911 Carrera T.



Jordan Shorey, in his 2017 718 Boxter, with Instructor Michael Regen, drives through turn one running in the White group.

on-site inspections are also mandatory to ensure that each car is fully up to snuff for more rigorous driving than is typically encountered on public roads. The HPDC exercise might lead some participants to move on to the full high-speed experience in our High Performance Driver Education program, but it can also prepare other club members for the

challenging situations public roads (and other drivers) might present. Think about joining us in the Fall, whether you have the itch to drive fast, or merely want to be a safer (and safe) street driver! **DV**

SOCIAL



# PCA POTOMAC AWARDS BANQUET

PHOTOS BY **SCOTT BOWEN, BILL SCHWINN AND LAUREN TILTON**

PCA Potomac's annual Volunteer & Sponsor Dinner and Awards Banquet brought members together on February 21 at Pinstripes restaurant in North Bethesda for an evening of appreciation and celebration. The event recognized the hundreds of volunteers, sponsors, and leaders whose time and effort power the region's extensive calendar of activities, from Driver Education and autocross to social events and community programs.

With cocktails beginning at 6:00 pm and a family-style Italian dinner that followed, the evening offered a chance to connect off the track and reflect on a successful 2025 season. Awards highlighted standout contributions across the club, while the gathering itself underscored what makes PCA Potomac unique, a strong sense of community built by people who give their time generously.

As these photos show, the night was as much about camaraderie as recognition, a reminder that while the cars bring us together, it's the people who make the club thrive. **DV**

## AWARDEES

### President's Awards

Debra Kiraly  
Paul Vessels  
Ron & Lauren Tilton  
Sloan & Carol Palitti  
Brian Berry

### Enthusiast of the Year

Mike Smalley

### Special Recognition

Michael & Pat Kaunitz  
George Whitmore

### Partner Award

StudioMills

### Instructor of the Year

Ken Larson



Paul Vessels, Concours Chair, receives his President's Award from Don.



Brian Berry receives his President's Award.



Allie Conley, Club Race Chair, addresses the banquet with credits to her team. Bill Conley is seated to her left.



Mike Smalley receives his award as Enthusiast of Year.

## POTOMAC PROGRAM HIGHLIGHTS



Paul Amico from Fearless in the Kitchen receives his Sponsor award.



Michael Levitas of TPC Racing receives his Sponsor Award.



(L/R) Kenny Kong, Jason Aldag, Stephen Kiraly, Sean Reiche, Henrik Ojikutu



Sloan and Carol Palitti accept their Sponsor Award for SI Motorsports.



Ron and Lauren Tilton receive their President's Award from Don Mattran.



Pat and Michael Kaunitz receive Special Recognition and Sponsor's award from PCA Potomac President Don Mattran.



Mark Salvador of Founders' Region Racing receives a Sponsors Award from Don Mattran.



Sponsor Group C Curation Sponsor Award. Yuri Gora accepting for Casey Parkin.



Mark Francis of OG Racing receives his Sponsors Award from President Don Mattran.

## AUTOCROSS



Learning to maneuver your mid-engine Porsche through the cones at PCA Potomac's Autocross School at Summit Point can be a rewarding experience.

# SPRING AUTOCROSS SCHOOL

STORY AND PHOTOS BY **BILL SCHWINN**

Are you interested in experiencing performance driving in a safe environment? Bring your car to autocross. Here, you can discover your car's capabilities and limitations while sharpening your own driving skills making you a better, safer driver on the road. Driving at the limit and beating your previous best time is exhilarating. Add in the camaraderie of competing alongside friends and fellow enthusiasts, and you have the recipe for a great day.

With a cadre of coaches available for ride-alongs, free loaner helmets, and a detailed novice course walkthrough, PCA Potomac always welcomes new drivers to its autocross events. For those seeking more focused instruction, the Autocross School provides additional training and hands-on experience behind the wheel. Participants learn the fundamentals needed to succeed in autocross, build confidence in their cars, and develop skills that translate directly to safer street driving.

On a cold, windy day in March, 26 students joined nine in-car coaches and six volunteers at our annual Autocross School at the Washington Circuit at Summit Point Motorsports Park in West Virginia. The day began with a tech inspection where volunteers checked each car's basic safety condition including tire wear, fluid leaks, and brake operation. After a brief breakfast, Autocross Chairman Mike Trusty led a "chalk talk" session covering the fundamentals of driving at the limit.

Students then moved their cars from the paddock to the circuit, where they were divided into three groups for the morning exercises. Facing a sea of orange cones spread across the pavement, each group rotated through drills while coaches provided guidance on technique, car control, and consistency.



All marques are welcome at PCA Potomac's Autocross School, here, a Mazda Miata flashes through the course.



Students learned how to carry speed through the tight corners and sweeping sections of the autocross course.



Drivers practice smooth inputs and clean lines through the cones on course, all within a controlled environment.

At the throttle-steer exercise, students learned to manage understeer and oversteer on a skidpad; a circular area designed to explore lateral grip. In the slalom, they practiced steering input, car balance, and rhythm through a line of cones. The braking exercise focused on smooth inputs, looking ahead, and building consistency.

After lunch, the sun finally broke through, warming both the students and the track surface. Helmets on, the group returned to the circuit for a full autocross course, putting the morning's lessons into practice. Divided into three heats, one group drove while the others worked course stations, resetting cones and calling penalties.

The course began with a straight launch into a quick right-left transition, feeding into the slalom students had practiced earlier. From there, drivers navigated a series

of turns, a long straight, heavy braking into a tight corner, and entry into the skidpad, now part of the full course. The final section included another slalom before a fast run into the stop box, where drivers came to a complete halt and checked their times.

Each student completed seven runs in the afternoon, steadily improving with every pass. With coaching, repetition, and growing confidence, lap times dropped and smiles grew. Many participants left not only with new skills, but with a deeper appreciation for their cars, and a few even returned the next day for the first autocross of the season. **DV**



Left page: Larry Frazier's 1965 Caribbean Blue 356C Cabriolet took 2<sup>nd</sup> place in class in last year's Deutsche Marque Concours d'Elegance. Photo by Ted Hovis.



Final prep. A variety of Porsches on the show field at year's Deutsche Marque Concours d'Elegance. Photo by Steve Grumbach.

# GETTING READY FOR CONCOURS SEASON

STORY BY **BRAD WILL AND PAUL VESSELS**

As concours season approaches, now is a great time to decide whether to enter your beloved Porsche in one of the events. A club concours event is a great opportunity to show off your Porsche and network with fellow auto enthusiasts. Club concours events are not Pebble Beach or The Amelia, and should not intimidate members from participating. Event success and enjoyment depend on entering a proper car, one that is in good working order and properly prepared, combined with a generally positive attitude. Concours season is a great opportunity to engage in some friendly competition with fellow Porsche enthusiasts. With some simple planning and well-executed preparation, a PCA Potomac concours event can be fun and rewarding.

The first step is to choose a car to enter into a concours event. Clearly, if it is a PCA club event, the car should be a Porsche. Many PCA Potomac members own other makes as well. The Deutsch Marque Concours is open to BMW and Mercedes-Benz vehicles if one is a member of those clubs. The specific vehicle registered does not have to be in Grade 1 Hagerty condition. As a judge of concours events and a fellow enthusiast, I enjoy cars that are not in perfect condition.

Especially interesting are well-preserved vintage Porsches that have clearly been meticulously maintained over the years, yet still show signs of age and enjoyment by their owner. The car should be as clean as possible, detailed to a high level, and free of trash and excess belongings. Clean and detailed does not necessarily mean perfect paint, but it should be evident that time and effort were invested in preparation. For more information on the concours preparation process and common mistakes, see my article in the March 2025 *Der Vorgänger* edition.

Equally important in choosing an appropriate car to enter is the history and story of the car. At every PCA concours I have attended or judged, I come away amazed at the stories enthusiastically shared by owners. A brand-new Porsche GT car with 100 miles on the odometer is a beautiful piece of machinery; however, its history may not be that interesting, yet. That is not to say the enthusiast who picked up their dream car at the factory in Stuttgart doesn't have a story to tell. In the end, if you are enthusiastic about your Porsche and willing to put in the effort to enter a concours, don't hesitate to do so.



A view of the show field from the cockpit of Michael Copperthite's 356. Photo by Mike.

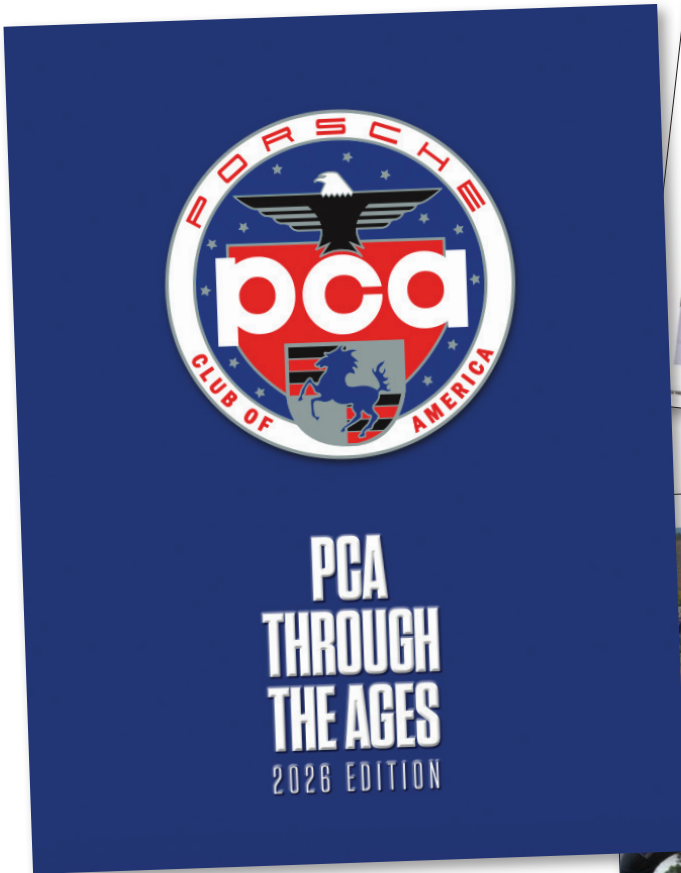
Once a vehicle has been chosen for entry, address moderate mechanical and bodywork issues in advance. Again, the car does not have to be perfect, but it should be reasonably intact and functional. Many judges, for example, will ask that seats be moved or windows raised to inspect for cleanliness. Alternatively, if you don't mind driving around in the summer with a non-functioning A/C, that is not something that will be scrutinized. The general cleanliness and level of detail of the engine compartment will be judged, so it makes sense to address moderate fluid leaks before the event.

Secondary to entering a proper vehicle, having a good attitude is equally important. While most concours events are judged and therefore competitive, they are not world-class competitions on the level of The Amelia or Pebble Beach. It is important not to be intimidated and to avoid pretension. Club concours events are an opportunity to exhibit the vehicles we are proud of, regardless of cost or value, and to enjoy them with fellow enthusiasts. If all participants and attendees maintain positive attitudes, everyone benefits and has a great time.

Lastly, most of the cleaning and detailing should be completed before the day of the event. The preparation process needs to be well thought out and executed. While not overly complicated, auto detailing requires a logical approach, along with quality equipment, products, and supplies. Concours preparation can be physically demanding and typically requires at least a half day, depending on the car's condition. On event day, I recommend bringing minimal supplies: a few microfiber towels, a quick detailer, and glass cleaner are all that is needed for touch-ups after the drive. If the weather is rainy, there is not much that can be done, keep in mind all participants will be dealing with the same conditions.

In summation, the concours season is a great opportunity to showcase a prized vehicle and enjoy these beautiful cars with fellow Porsche enthusiasts. Entering a concours event need not be intimidating. Care should be taken to enter a thoughtfully chosen and properly prepared vehicle. Combined with a positive attitude, this will help make the concours experience successful and rewarding. Above all, concours season is about spending time with fellow enthusiasts, and enjoying a bit of friendly competition along the way. DV

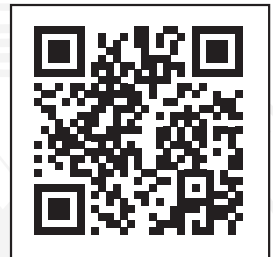
# Updated & Online Now!



## PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: <https://ww2.pca.org/pca-history>



# PORSCHE CLUB OF AMERICA



# 42ND ANNUAL DEUTSCHE MARQUE CONCOURS D'ELEGANCE

## SUNDAY, MAY 3, 2026

STORY AND PHOTOS BY **PAUL VESSELS, CONCOURS COMMITTEE CHAIR**

---

The Porsche Club of America Potomac Region is thrilled to announce the 2026 Deutsche Marque Concours d'Elegance. An event that proudly marks its 42nd year of celebrating automotive excellence along with its partners, the Nat'l Capital Region BMW Car Club of America and the Greater Washington Section of the Mercedes-Benz Club of America!

This year, we're excited to host the event at its new location, the charming Manor at Silo Falls, conveniently located off Georgia Avenue in Brookeville, Maryland. Picture a stunning spring day filled with the delightful atmosphere and warm hospitality that this venue generously offers to the automotive community. In addition to picturesque settings, our new venue also offers breakfast and light fare during the morning, lunch and dinner at the bar, dining room, or patio if you so choose.

In the true spirit of Concours, we often suggest that you bring along chairs, a blanket or maybe a cooler with your favorite beverage to enjoy the day and admire the cars. We highly encourage you to polish-up your Porsche and join us on the concours field in one of the twelve categories offered below. And as per our normal cadence, each of the eleven judged classes will present awards from 1st through 3rd place.

The display class will also present awards from 1st through 3rd – based on “people's choice” ballot voting delivered by participants and the viewing public.

Blue windshield placards will denote cars competing in the display only class, while white placards will indicate cars and classes being judged.

**NEW LOCATION:  
THE MANOR AT SILO FALLS [WWW.THEMANORATSILOFALLS.COM](http://WWW.THEMANORATSILOFALLS.COM)  
19501 GEORGIA AVE, BROOKEVILLE, MD 20833  
9:00 AM TO 3:00 PM - RAIN OR SHINE**



As always, this event is hosted Rain or Shine. And even with that, this gathering still has the ability to bring together some of your favorite German Marques from around the region, everything including well preserved daily drivers to treasured examples seen only on rare occasions.

**Rules of the Game:**

- Please note, this is not a Cars & Coffee event. Excessive revving of engines will not be tolerated.
- You are encouraged to Register Online – limited Onsite Registration may or may not be available.
- If your car is on the field and you leave early, and are chosen for an award, the award will be given to the next runner-up. You are encouraged to stay for the full event.
- We encourage you to stay through the full awards presentation. It is impolite to begin cranking-up engines, and pulling-out as one of our event partners are still presenting awards

Lastly, there's always the opportunity to enlist as a volunteer, where your enthusiasm and support will be invaluable in ensuring the event's success!

Until then – “Keep the Shiny Side Up”. DV

SCAN THE QR CODE TO LEARN MORE AND REGISTER FOR THE 42ND ANNUAL DEUTSCHE MARQUE CONCOURS D'ELEGANCE.



## 2026 DEUTSCHE MARQUE CONCOURS CATEGORIES

**356 ALL YEARS**

**EARLY AIR-COOLED 911, 912 (1964-1977)**

**914 ALL YEARS**

**MID AIR-COOLED 911 (1978-89)**

**LATE AIR-COOLED 911 (1990-1998)**

**MODERN 911 (1999-2011)**

**CURRENT 911 (2012-CURRENT)**

**924, 944, 968, 928 ALL YEARS**

**BOXSTER/CAYMAN ALL YEARS**

**MODERN PRODUCTION**

**PANAMERA, TAYCAN, CAYENNE, MACAN ALL YEARS**

**OUTLAW CLASS**

**MODIFIED CARS, RACE CARS ETC...JUDGE'S DISCRETION**

**PEOPLE'S CHOICE ALL YEARS & MODELS**





Left page: Heading down into Turn 5, “Coyote Canyon.” The drop is steeper than the camera can convey; the climb on the other side forces your tongue back into your throat. Photo by Chris Booth

Left: Kenny in his new 992 GT3RS poised for one last hurra at Pitt Race.

# 992 GT3RS A PITT RACE FAREWELL

STORY BY **KENNY KONG**

PHOTOS BY **JEREMY BRYNER/DOWNFORCE PHOTOS** AND **CHRIS BOOTH/EDGE OF ADHESION**

---

The motorsports community received some sad news in early October 2025: “Pitt Race is Closing.” One of the best racetracks on this side of the Mississippi was shutting down and rumored to be replaced by a data center. (The price of progress is expensive, I suppose.)

In the early 2000s, I first drove “BeaveRun Motorsports Complex” in my OG 195hp Acura Integra Type R. Back then, the circuit was only what is now called the 1.6-mile North Course. Nearly two decades later, I returned to the then-newly minted Pittsburgh International Race Complex, which added the 1.2-mile South Course, turning the combined, full layout into one of the best racetracks in the entire country!

But then came last October, and the bad news arrived. Pitt Race’s final event was set for November 7th, so I loaded up my new GT3 RS with my brother in tow for one last dance on the great track.

Pitt Race had it all: corners that prioritized entry, balance, and exit speed, and a royal flush of high-speed and technical corners, making it accessible to both high- and low-horsepower cars. Driving the latest RS-wizardry from Stuttgart was a hoot!

The elevation change heading up Turn 5, “Coyote Canyon,” allowed big V8-powered Chevy Camaros to pull on the little Boxsters. Turns 7 through 10’s technical layout, consisting of off-camber decreasing radius corners, allowed those that were lighter on their feet to make up ground and even gap the bigger horsepower cars. The revised suspension of the latest generation GT3 RS shone here, with the double-wishbone front end providing mid-corner stability.



Heading up the hill to Turn 3. The blind brake zone at the end of this straight requires nerve and judgment.

The approach to turn 14 is uphill, forcing you to commit to a blind turn-in point before the apex of the corner is even visible on the other side! Once your arc is set and the weight of the car settles, you feed the throttle in, and for me, the GT3 RS shoots out of the side of the roulette wheel. The elevation adds a third dimension to the track, really bringing the driver to life!

Carry a head of steam down the back straight, and the downforce from the aggressive aero package sends the GT3 RS through the high-speed kink at unnatural speeds. The corner exits stage right, dumping you into a hard braking zone where the rear spoiler's air brake helps slow the car even beyond the standards of Stuttgart's brakes.

The richness and depth of this track make it truly unique. Its passing is an aching loss for the motorsports community. DV



Kenny Kong, along with his brother Chris.

“But then came last October, and the bad news arrived. Pitt Race’s final event was set for November 7th, so I loaded up my new GT3 RS with my brother in tow for one last dance on the great track.”



A full house at the grid for pit out. One last toast for the departed!



The track was a challenge, but the lush surroundings made it a sensory pleasure.



Porsche's Easton Parts Warehouse.

# TECH TACTICS LIVE

## AT PORSCHE CARS NORTH AMERICA

STORY AND PHOTOS BY **PAUL F. JOHNSTON**

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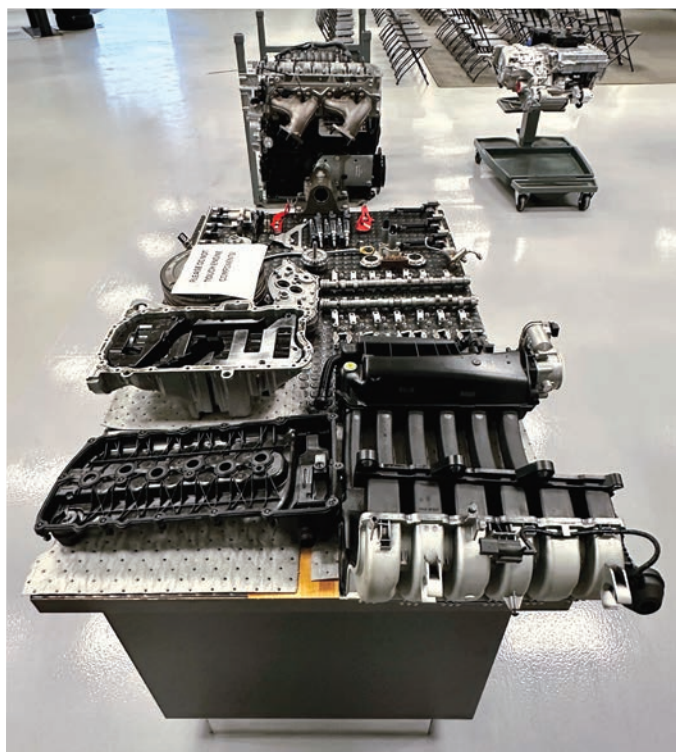
I've watched Tech Tactics over the past few years through the PCA Insider Podcasts on YouTube, but 2026 was my first time attending the live Saturday event. Spoiler alert: it won't be my last.

Advance registration puzzled me a bit, as PCA required a waiver for the event. All the TT podcasts I'd seen featured people attentively sitting in meeting rooms, which seemed pretty safe. Were people dozing off and falling out of their chairs? Playing contact musical chairs between talks? Curious, I asked PCA TT POC Manny Alban. He explained that several cars were displayed on lifts around the Center, raised high to showcase underbodies, wheels, and suspension setups, and the event insurers required a waiver due to that risk.

The program began with brief introductions, followed by Stewart McLaughlin, PCNA's Accessories Product Manager, speaking on the Manthey GT3 RS. He covered Manthey's heritage, ownership (Porsche holds 51%), GT3 RS kit sales (77 in 2025 at \$130K), U.S. Manthey locations (also 77), and Nürburgring production car records on both the old and new tracks (very fast). Next up was Nathan Merz of the PCA Technical Committee, well known from Insider broadcasts. Ignoring a technical video malfunction, Nathan wryly shared stories of good, and not so good, customers and cars, offering practical advice and plenty of caveats drawn from his encyclopedic Porsche knowledge.



Porsche Fasteners.



Disassembled Engine for Teaching Technicians.

The program then split into two concurrent talks: PCNA's Rolf Kittridge on Porsche center-lock wheels, and LN Engineering's Charles Navarro on new cylinder technologies. Having seen the 2024 PCA Insider episode featuring Rolf and the Training Center (#103), I couldn't resist his session, though I wondered how he'd fill an hour on the topic. He passed around center-lock components while weaving an entertaining narrative, complete with imitations of air guns (strictly prohibited) and demonstrations of the five-foot torque wrenches and breaker bars needed to manage the 660 lb-ft required to secure the wheels. For Mr. Navarro's session, I'll look for future TT videos by PCA's Damon Lowney, who had his hands full recording the full weekend schedule.

These sessions were followed by a hot box lunch and a warehouse tour. The Training Center also serves as the second-largest Porsche parts warehouse in the U.S., after Atlanta. Parts are routed here, as well as to facilities in California and a new one in Dallas, before being distributed nationwide to dealerships. A bonus for TT attendees: order parts in the morning and pick them up at the end of the day. Our guide noted the warehouse inventory could build an entire car.

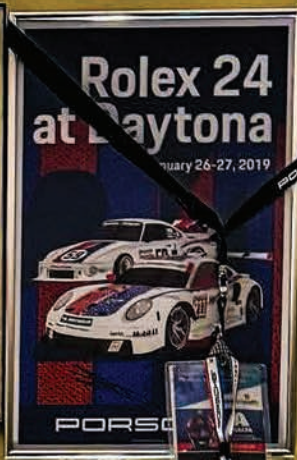
Lunch and the tour were followed by another pair of concurrent talks: PCNA's Tom Anderson on the GTS hybrid, and PCA Club Racing Marketing Manager Van Swensen on data acquisition. I attended Tom Anderson's detailed presentation on the 2026 911 Carrera, which explored the engineering behind the combined electric and internal

combustion system and how it performs on the road. With that as context, it's easy to imagine Porsche continuing to expand hybrid solutions as part of the gradual transition from ICE to electric vehicles.

Next was Davide Conti of Pirelli Tires, a main sponsor of Tech Tactics and PCA. As R&D Director for North America, Conti left no detail untouched in explaining how Pirelli designs, manufactures, and tests high-performance tires across a range of vehicles and conditions.

After a break, concurrent sessions featured two PCA Technical Committee members. George Beuselinck discussed common 944 issues and solutions, while John Paterek presented a rare Kardex-correct 1958 Speedster restored by his company and beautifully executed. Tech Tactics concluded with David Whitlock, publisher of the Stuttgart Market Letter, who shared data and analysis on the 2025 Porsche market based on auction sales, along with predictions for 2026. At this writing, Damon Lowney has already uploaded Whitlock's talk, with additional sessions to follow on the PCA Insider Podcast in the coming weeks.

I left after Whitlock's presentation due to worsening weather, missing the raffle and die-cast car competition. But everyone who attended Tech Tactics 2026 was a winner, walking away with a 2018 Rennsport poster, a Tech Tactics T-shirt, and memories of an intense and enlightening day among fellow Porsche enthusiasts. Thank you to PCA and the speakers for sharing your time and expertise. DV



# A WALL BURSTING WITH PORSCHE AND MOTORSPORT HISTORY



STORY AND PHOTO BY **MIKE COPPERTHITE**

The top row, left to right. First, the OEM artwork for the program at the first Airport series Nationals, where Jim Kimberly won overall, and my car finished 6th in the under-1500cc category of the SCCA. Next is an OEM national race poster that was given to my family, who originally raced it in 1953-59. Third is a Daytona 24 poster and credentials; the Mrs. and I were guests of Porsche there. At the extreme right, the Copperthite Race Track poster was created to unveil a historical marker on that spot in Fairfax County. We had a trotting and pacing race track there, survived the Fairfax County Fair back in the day, and had car and motorcycle races at the turn of the last century. Below that first row is the 550/1500RS four-cam valve cover (cracked),

which I picked up for \$10; and some Bugout from 30 years ago. Further down is a collection of 1/64 and 1/43 models of Porsches and cars I have owned over the years. There is a Pre-A hammer OEM tool; a box of miscellaneous items; a race license; and a mug that was presented to the nicest race car driver, me, at Rennsport Reunion. The multiple Rennsport posters are signed by the likes of Hans Herman, Derrick Bell, Patrick Long, and other drivers. Then there is a cover of our PCA Potomac magazine, which features the cars from the 75th Anniversary article "Icons of Porsche Racing" (my car #61). That may be an eye-ful, but you should see the rest of the house! **DV**

MARCH  
2026



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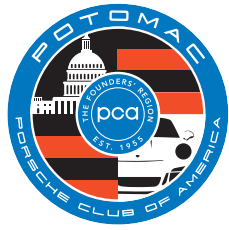
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**FEBRUARY  
2026**



# NEW POTOMACANS

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**JOHN BOWMAN**  
2024 Macan S  
from Springfield

**WILL BROOKE**  
2000 911 Carrera  
from Great Falls

**MARC CHRETIEN**  
1999 911 Carrera  
from Arlington

**JOSE CONTRERAS**  
2003 911 Carrera  
from Gaithersburg

**RAPHAEL HERNANDEZ**  
1997 911 Carrera Cabriolet  
from Fredericksburg

**JOSEPH INDOMENICO**  
2014 Cayman  
from Charles Town

**CHRISTINE JENNINGS**  
2026 911 Carrera GTS  
from Owings

**HARVEY KABORE**  
2013 Cayenne  
from Woodbridge

**JEFFREY LOCKE**  
2015 911 Turbo S Cabriolet  
from The Plains

**JON MANITTA**  
2018 718 Cayman  
from Potomac Falls

**WILL PEARSON**  
2026 911 Carrera GTS Cabriolet  
from Manassas Park

**WOODWARD PRICE**  
2025 718 Cayman S  
from Washington

**MARIO SALAZAR**  
2018 718 Cayman GTS  
from Fort Washington

**STEVE TERZIEV**  
2017 Cayenne GTS  
from Sterling

**SALLY WEAVER**  
2025 Panamera 4  
from Springfield

**THEWODROS YIRDAW**  
2025 Cayenne Coupe  
from Washington

**ZAK ZALOOM**  
2015 Boxster S  
from Falls Church

**NEW MEMBERS = 18**

**MEMBERS TRANSFERRING  
TO POTOMAC IN FEBRUARY 2026**

**SKYLAR HUNT**  
2017 Cayenne GTS  
from Ijamsville

**CODY SMITH**  
2006 911 Carrera 4S  
from Washington

**ADRIAN M. ALEXANDRINO**  
2019 Cayenne  
from Gaithersburg



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**MARCH  
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# PCA POTOMAC ANNIVERSARIES

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Kam Amir  
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Stephen Harvey &  
Leslie-Ann Kellan  
Joe Jackson  
Kevin Jordan  
Chris & Jocie Stephens

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Carlos Davila  
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Joseph Cincinnati & Dena Marrale  
Shawn & Eleanor Wagoner  
Charlyn Ho  
Keith Kanzler & Chris Keney  
Christopher Salter  
Nikolaos Abatzis  
Troy & Jennifer Macias

### 15 YEARS

John & David Carson  
Mohammad Amir  
Harry & Kristen Horning  
Gregg & Nancy Kubu  
Benjamin & Marijana Chang  
Charles & Maren Harrison

### 20 YEARS

David Luczynski &  
Kimberly Coppola

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John & Becky Mock

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SPECIALIZING IN PORSCHE, LAMBORGHINI AND MCLAREN

## 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](http://pcapotomac.org) for submission instructions, the latest edition, 50+ years of archived DV, and more!

## ADVERTISERS' INDEX

Auto-Therapy	36
Autobahn	36
Auto Sportsystems Group	3
BlueRidge Motorwerks	36
Craftsman Auto Care	IFC
D&V Auto Body	33
Engel & Völkers	3
Group C Curation	32
Insurance Benefits & Advisors	34
Intersport	2
OG Racing	8
Radial Tire Company	3
Reflections Auto Salon	5
RPM	8
SSI	9
TPC	35
Westminster Speed & Sound	8
William Clothiers	34

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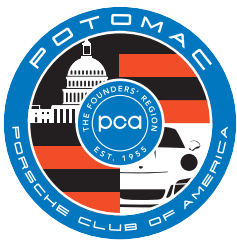
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On a beautiful late day in March, Scott Bowen toured Skyline Drive in his 2013 Agate Grey 911 Carrera. Dare we say late winter or is it early spring? Photo by Scott.



2025 Porsche 911 GTS at sunrise in front of The Western Maryland Regional Medical Center. Photo by Ron Kinsey.



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