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Toot Toot!



Steve Grumbach
Editor

Yeah, we're blowing our horn! We're pleased to share that DV won the annual PCA National Newsletter Contest, announced at Parade 2026 in June.

The PCA National Newsletter Contest is an annual competition that recognizes the best regional newsletters across the club, highlighting editorial excellence, design, and member contributions. The competition is organized into six classes based on region size, with regions competing against others of similar size. Entries are judged on stand-alone, multi-page newsletters published during the 2025 calendar year.

And a special flash of the high-beam headlights to our contributors. This honor belongs as much to the dedicated DV staff whose names appear on the masthead and who work each month tirelessly to bring *Der Vorgänger* to you, as it does to the countless Potomac members whose words and photos fill these pages. We thank you for your contributions, because this recognition belongs to you as well.

And while the entry rules required that only the names of the editors appear on the submission,} *Der Vorgänger* has always been, and continues to be, a



team effort. Our sincere thanks go to John HR Mills, whose creativity and thoughtful design give the magazine its distinctive look month after month, Joe Minarik, whose meticulous copy editing catches countless errors and makes every issue stronger, and to Alan French, a former DV editor who has offered steady guidance and support. Everyone has helped keep the magazine

on course. Their contributions often happen behind the scenes, but they are every bit as important as your words and photos that appear on these pages. This recognition belongs to all of us, and we are grateful to share it with them.

So, the next time you climb behind the wheel of your Porsche, give that center horn button an extra push or two and join the celebration! **DV**



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A Show and Tell Adventure at Parade.

As you all know (because I haven't talked about much else over the past couple of months!), the most recent Parade in Lake Placid, New York, just concluded. This issue is devoted mostly to the event, which included hundreds of activities. We had over 60 Potomocans attend, and total attendance was close to 3,000 (2,000 Porsches). Most interestingly, nearly 50% of attendees were first-timers.

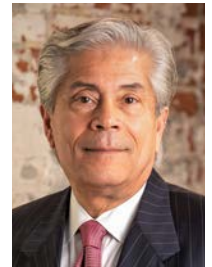
Marianne and I had such a great time! We signed up for many activities, including the Concours. I figured I should enter our new-to-me 718 GT4, before it turned into a track car. It's a really good-looking car, if I do say so myself, but my history with Concours has been less than stellar! As you recall, in a recent Prez column, I related my first experience at the Deutsche Marque Concours at Silo Falls, and how I'm certain I finished in last place, for many and various reasons. Well, at Parade, the saga continued.

To start out, we registered for all our events, in addition to the Concours (TSD Rally, four banquets, SIM racing tryouts, Tech Tactics, Driving Tour to Fort Ticonderoga, Parade of Porsches, 5k Walk/Run). It was very exciting, partly because I was able to find some really cool Gulf leather jackets. I was so excited that I set down all my registration documents in a not-so-good place while I was trying on jackets. When I retrieved the documents, I neglected to capture all of them. Of course, the packet I left behind was for Concours!

The day before the Concours, it had been raining, so cleaning the car was a bit of a challenge. I did try to get into the indoor facility (the 1932 Olympics Hockey Rink), but was very kindly and firmly told to vacate the premises. Turns out I had signed up for what I call the rookie class. The real pros ONLY had access to the facility, so I embarrassingly turned around and drove out with my tail between my legs. Concours strike two for me.



Don and Marianne Mattran at Parade.



Don Mattran
President

The next day was the Concours event itself, so I decided to get up super early and head over to the field to see if I could clean up my car a bit (goal of not finishing last again). Remember I previously said that I misplaced the Concours registration packet? Well, sure enough, I drove up to the entrance without documents that you definitely, positively must have to participate. So, guess what? I am once again asked, in a very kind yet firm way, to vacate the premises! Concours strike three for me! All the volunteers were so helpful and tried to help me, but I was beyond hope.

You really should consider attending a Parade as there is something for everyone. Boise, Idaho, is next year, which may be a tough drive, but 2028 is in Traverse City, Michigan, which is very drivable and an absolutely gorgeous venue.

See you at an event soon! DV

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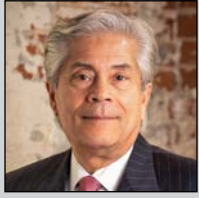
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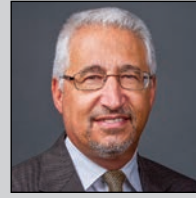
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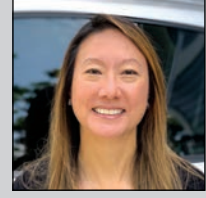
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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

JULY



24-26 DE: Potomac's PorscheFest DE, Summit Point – Summit Point Circuit, Summit Point, WV



25 Autocross: PCA Potomac Autocross #5 at PorscheFest, Summit Point – Washington Circuit, Summit Point, WV

CLUB ANNOUNCEMENT

Open Club Leadership Roles

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

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

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

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

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

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

VIRGINIA

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

MARYLAND

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

AUGUST



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



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



21-23 DE: Potomac's Late Summer DE, Summit Point – Summit Point Circuit, Summit Point, WV



22 Autocross: PCA Potomac Autocross #6, Summit Point – Washington Circuit, Summit Point, WV



29 Concours: Concours at PCA Potomac Picnic, Location?



30 Drive & Dine: Old House Vineyards, Culpeper, VA

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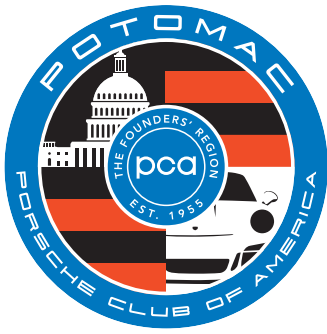
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POTOMAC PROGRAM HIGHLIGHTS

DRIVE AND DINE



Photo by Elizabeth Mauch.

A GREY DAY FOR A GREAT BLACK SHEEP DRIVE

STORY BY **LUKE POPOVICH**

PHOTOS BY **LUKE POPOVICH AND ELIZABETH MAUCH**

Having just returned from sunny France the night before, there was no way I was waking up at dawn the next morning to drive through chilly, drizzling rain to a Lorton, VA, parking lot on Ox Road for a two-hour PCA Drive and Dine to The Black Sheep restaurant in Manassas, VA. No way, I said.

That's what I recalled saying as I woke up at dawn on May 23, fired up my Carrera for a jet-lagged drive to the Lorton parking lot. I did this for the same reason some 68 others did that wet morning – call it Porsche derangement syndrome.

Sure, it's partly for the cars we do this — seeing all those 718s and 911s in the early light is like seeing yachts at a marina — except I can't afford a yacht. But we can drive our cars on most any day. So, it's mostly for the people that we rise early and brave bad weather. It's about the welcome reunion with fellow club members who are also afflicted with the Porsche obsession. Where else can you jabber on about your PDK or the price of paint-to-sample colors without boring the hell out of somebody? I may be crazy, I said to myself in the Lorton lot, but at least here I'm not alone.



A classic Guards Red Targa joined an array of late model Porsches. Photo by Elizabeth Mauch.



Steve and Lynn Cook's 911 Turbo S. Photo by Luke Popovich.

As with every PCA drive, it began ceremoniously with Drive and Dine Chairs Mike and Jackie Peters gathering all of us to hear the rules. They identified the leads and sweeps for each of the five groups - and reminded me which one I was in. This husband-wife presentation is, by now, as silky-smooth as celebrity presenters at Oscar night.



Jackie Peters guides participants to staging for the drive with a subtle visual aid. Photo by Elizabeth Mauch..



Driver orientation. Photo by Elizabeth Mauch.

As luck would have it, my decision to shake off jet lag and ignore the rainy forecast was richly rewarded. Not only did the rain hold off throughout the morning drive, but the dismal forecast was enough to discourage the bikers and hikers. A cloudy sky was a small price to pay for having the winding roads mostly to ourselves.

And what a drive it was. Davis Ford Rd, Bristow Rd, Valley View Rd linked up with others in a sinuous route through the wet and green Virginia countryside, not far from the storied Manassas battlefield. A loud PCA thanks to Mike and Jackie for mapping this bucolic drive through thick forest, open pastures, some hamlets too small for a name, and even stretches of state highway long enough to open the throttle. Luckily, I lined up directly behind the leader of group two, Steve Cook and his Guards Red 911 Turbo S. If you gotta look at someone's rear end all morning, this is the one to look at. Pure inspiration.

Winter weather had taken a toll on parts of the rural roads, especially at tight corners and intersections where drainage

is poor and the resulting erosion sometimes caught tires. Not enough to cause damage, but enough to cause hard bumps and choice language you wouldn't want your kids to hear.

Normally, I don't drive a full hour just to visit a Dunkin' Donuts restroom. But by the time we reached our first rest stop, it was as inviting as the donuts and coffee. After a quick 15-minute stop, we rumbled on to our destination: The Black Sheep restaurant. It's part of a full entertainment venue that includes playgrounds for kids, an open-air arena for performers, and a parking lot to rival Costco's.

As always with Drive and Dines, the restaurant reserves an entire room for us. In this case, there was barely enough space to hold all 60-plus club members - the price of popularity, I guess. But there were no complaints about the brunch on offer. Who needs French croissants, I said to myself as I gobbled up four waffles and a quarter pound of bacon.

If the Black Sheep drive is anything like the others we'll have this year, I'll be happy even if I don't win the PCA raffle. **DV**



A Photo by Elizabeth Mauch.



Mike & Jackie Peters Chairs, Drive & Dine conduct orientation. Photo by Elizabeth Mauch.



LeRoy & Marilyn Mills along with Jim and MaryDonna enjoy the outdoor patio. Photo by Luke Popovich.



Jackie and Mike Peters discuss the days event with Ric Segovia, Rebecca Madvay, Dana Penso and Christine. Photo by Luke Popovich.



PCA Potomac members fill the Mason Room at The Black Sheep. Photo by Luke Popovich.

DRIVE & DINE



A stunning lineup of gleaming Porsches resting peacefully after a long day's drive to West Virginia. Photo by Mike Peters.

2026 WILD WUNDERBAR

STORY BY **MIKE & JACKIE PETERS**

The brilliant morning sun reflected off a vibrant mosaic: Guard's Red, Miami Blue, Racing Yellow, and Irish Green painted Porsches staged for the 3rd Annual Wild Wunderbar West Virginia Tour. Forty-nine eager participants adjusted their mirrors, illuminated their lights, and synced their two-way radios. As the engines barked to life, a mechanical symphony of horizontally opposed pistons filled the air. Not to be outdone, a lonely V12 Aston Martin Vanquish added an oddly satisfying tone to the musical composition.

The groups traveled westward from Gainesville, VA, on a 250-mile journey, leaving the suburban sprawl behind

for the rolling ribbons of asphalt draped across the Appalachian Mountains. As the groups crested the 3,400 ridgeline of Rawley Pike, they were greeted with their first glimpse of the expansive West Virginia Mountains and the Roads bisecting them. But these aren't just roads; they're engineering masterpieces that challenge both driver and machine. There's something uniquely satisfying as you feel the vehicle's weight transfer through a tight corner or track flawlessly through a sweeping bend. If this appeals to you, then you'll likely understand why West Virginia is often regarded as "Almost Heaven".



Tour participants staged for the Saturday departure to Snowshoe Mountain. Photo by Mike Peters.



James Pena's 2025 911 Carrera T carving up the West Virginia Country Roads. Photo by James Pena.

By midday, the now famished groups arrived at the historic Graceland Inn Mansion in Elkins, West Virginia. The Victorian estate provided a stark contrast to the cutting-edge automobiles lining the estate. The delicious lunch was paired with the rapid-fire chatter of Porsche nuances, families, and past adventures. It was the perfect intermission before the final push to the Resort.

As members arrived at the welcoming Stonewall Resort, they quickly checked into their rooms, and made their way to the Icebreaker Social, hosted on the scenic lakeside Terrace Patio. The lake's sparkling waters glittered as bartenders poured themed signature cocktails. Participants toasted the day's drive with "Guards Red Margaritas" and "Flat-Six Old

Fashioned" Cocktails, the latter a clever nod to the iconic six-cylinder engine that defines the Porsche legacy. Heavy hors d'oeuvres disappeared quickly as members from the Potomac, neighboring Carolinas, and Shenandoah Regions mingled, transforming from strangers into fast friends.

Saturday morning arrived with bright, clear skies. The crew gathered for the mandatory drivers' meeting by reviewing safety protocols, lead-and-follow gaps, and important route notes. The objective was ambitious: a six-hour round-trip adventure to the 4,800-foot summit of Snowshoe Mountain. Moments later...radios crackled, clutches engaged, and the three organized driving groups set off into the wilderness.



Group 1 enjoys the scenic overview of the West Virginia Mountainscape. Photo by Mike Peters.



Ted & Ramona Zwicker, John Bleiweis & Marge Bloom, Herb Franck & Kathleen Malone, and Shannon Pena relax on the fireside after a long day's drive. Photo by James Pena.



PCA Banner proudly welcoming Wild Wunderbar Guests to the Stonewall Resort in Roanoke, WV. Photo by Mike Peters.

The drive was flawless until the unpredictable mountain terrain threw a curveball. Deep in the wilderness, a massive tree suddenly collapsed entirely across the state route, completely blocking the path and stranding Groups 2 and 3. With a sheer rock face on one side and a steep drop-off on the other, turning around 15 sports cars on a narrow two-lane road was a logistical nightmare.

In the face of the roadblock, Group 2 leaders James Taylor and Samantha Connolly sprang into action. They retreated the groups back to civilization and the welcoming bars of cellular data to plan an alternate route. They expertly navigated both groups down a barely-there paved road winding deep through a remote local holler. The seemingly frustrating

delay quickly became the highlight of the day as the line of pristine German Sports Cars rumbled through the isolated mountain communities. Local residents stepped out onto their porches, children waved, and neighbors cheered. The sheer joy on both sides of the windshield created an electric atmosphere, making it a truly unforgettable experience for everyone involved.

Undaunted by Mother Nature, the resilient groups safely reached the summit of Snowshoe Mountain, greeted by breathtaking panoramic views. After a brief respite, the drivers retraced their steps, safely returning to Stonewall Resort for a well-deserved poolside cocktail to cool down from the day's excitement.



As the engines barked to life, a mechanical symphony of horizontally opposed pistons filled the air.



The Wild Wunderbar Crew poses for a group photo on the Graceland Inn Mansion Veranda. Photo by Executive Chef Matt.

As twilight approached, Saturday evening dinner was served at the hillside Lightburns restaurant, which perched majestically over the entire resort footprint. The panoramic windows offered a sweeping view of the valley below. With dinner served, participants reflected on the weekend adventures and swapped tales of the afternoon's holler detour.

Sunday morning brought a bittersweet split. Half of the group packed up to head home, while the remaining members journeyed out for another road adventure, maximizing every remaining minute on the heavenly, winding West Virginia roads.

By the time the final engines were switched off, the tour had safely traveled over 600 miles filled with smiles. The weather had been cooperative, featuring three beautiful days of mostly sunny daytime skies, capped off by cooling evening rain showers that washed the mountain roads clean each night.

As the final goodbyes were exchanged, the true triumph of the weekend became clear. New friendships had been forged in the mountain twists, and old friendships were renewed. Huge thanks to the Lead and Sweep Volunteers who shepherded the groups across a challenging landscape. Auf Wiedersehen, until next year! **DV**

AUTOCROSS



Eric Nelson in a Cayman. Photo by Jordan Strait.

DO YOU LIKE CHALLENGES? AUTOCROSS MIND GAME MIGHT BE YOUR PERFECT TEST

STORY BY **PAUL BROCKMAN**

Do you like challenges? If so, autocross may be one of the most rewarding motorsports you can experience. On the surface, it looks simple: navigate a course laid out with cones in a large parking lot, one car at a time, against the clock. But beneath that simplicity lies a deeply demanding activity that tests not just your ability to drive, but your ability to think—or sometimes not think—under pressure.

Autocross is often described as a “mini-track” experience. The course is compact, yet densely packed with driving elements: slaloms, tight turns, sweepers, offsets, and quick transitions. Unlike traditional road racing, where corners

and straights may give you time to adjust mentally, autocross compresses everything into a rapid-fire sequence. The driver is constantly moving from one maneuver to the next, often in fractions of a second. That compression demands a level of responsiveness that goes beyond conscious thought.

In many sections of an autocross course, there simply isn't time to think about what you're doing. A typical run lasts between 40 and 80 seconds, but during that time, your focus must remain absolute. Every steering input, throttle application, and braking decision must happen fluidly and instinctively. Hesitation costs time. Overthinking leads to mistakes. Success depends on your ability to react naturally and precisely in the moment.



Brandon Jones in a 1989 944. Photo by Jordan Strait.



Sanjay Kumar in a 2006 Carrera 4S. Photo by Dave Hornick



Patrick Koethe in a 1989 Carrera. Photo by Jordan Strait.

That's where the mental challenge comes in.

The human brain can process only a limited amount of information in real time. In autocross, your mind is constantly flooded with inputs: visual cues from the cones, feedback from the car, the feel of the steering wheel, the sound of the tires, and the need to remember the course itself. Each section of the course demands a new set of decisions, and those decisions come in rapid succession. It's easy to reach a point where the sheer volume of information exceeds what your conscious mind can handle.

To succeed, you must learn to manage your mind as skillfully as you manage your car.

One of the most critical skills in autocross is the ability to shift certain processes from conscious thought to subconscious execution. Turning, braking, and accelerating must become automatic through repetition and experience. When these fundamental actions no longer require deliberate thought, your brain is freed to process higher-level information, such as positioning, timing, and course strategy.

In other words, you must train yourself to let go.



Bill Conley navigates the cones in a 2010 Porsche Boxster S. Photo by Jordan Strait.

Autocross isn't just about driving; it's about perception. Unlike everyday driving, where your primary input is visual, autocross teaches you to use all your senses. You learn to feel the car's balance through the seat, to sense traction through the steering wheel, and to interpret engine and tire noise as feedback. Your body becomes an extension of the car, constantly receiving and processing signals about grip, weight transfer, and momentum.

As your awareness expands, so does your ability to control the vehicle. Smooth inputs become second nature. You begin to "see" driving lines not just with your eyes, but with your intuition. You start to anticipate how the car will respond before it actually does.

These are the subtle skills that separate a good driver from a great autocrosser.

But even excellent car control skills aren't enough on their own.

A skilled driver may know how to push a car to its limits, but without the mental discipline to process information efficiently and remain focused under pressure, those skills won't translate into success on an autocross course. The mental aspect—focus, adaptability, and the ability to trust your instincts—is what elevates performance.

Autocross challenges you to operate at the edge of your abilities, both physically and mentally. It forces you to refine your reactions, sharpen your awareness, and build confidence in your instincts. Every run is an opportunity to learn, improve, and push your limits just a little further.

In the end, autocross is more than just driving around cones in a parking lot. It's a test of how well you can integrate skill, perception, and mental control into a seamless performance. It's about learning to think faster by thinking less, to feel more by focusing deeper, and to drive better by trusting yourself.

If you're looking for a challenge that will push both your car and your mind, autocross is waiting. **DV**



In many sections of an autocross course, there simply isn't time to think about what you're doing.

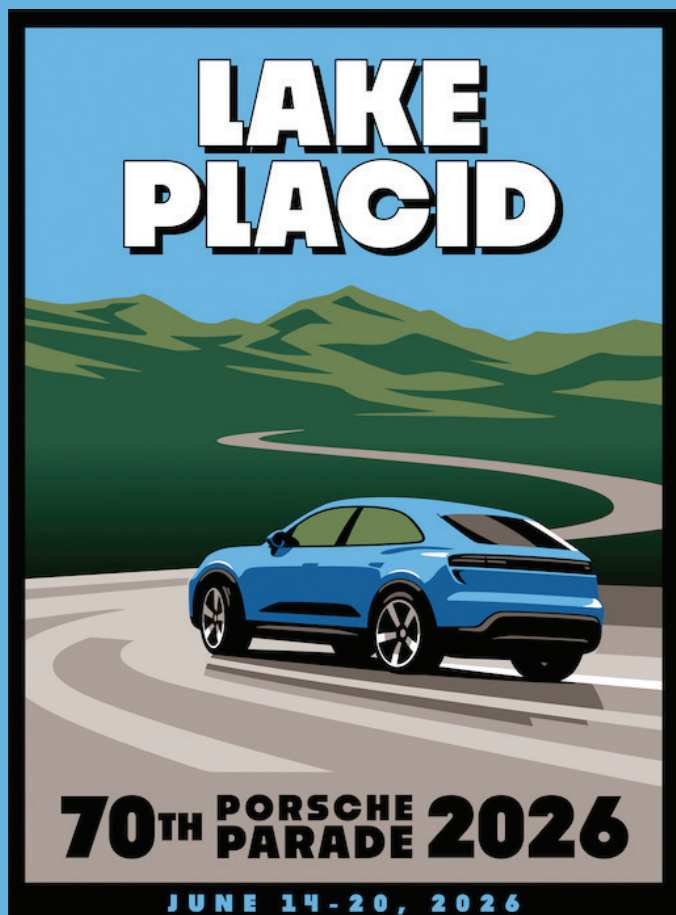


Eugene Hundertmark in a 1989 Carrera. Photo by Jordan Strait.



Rick Newman in a 718 Boxster Spyder RS. Photo by Jordan Strait.





POTOMAC AT PARADE 2026

From first-time attendees to Parade veterans, Potomac members found friendship, competition and plenty of reasons to make the trip to Lake Placid.

STORY BY **JASON ALDAG**

Lake Placid welcomed more than 2,300 PCA members and guests, and more than 1,000 Porsches for the club's 70th Porsche Parade. The former Olympic venue became a place for concours judging, autocross, technical seminars, driving tours, rallies and evening banquets. Frequent rain did little to dampen the enthusiasm.

We asked a few of the roughly 36 Potomac members who made the trip to share their experience with Der Vorganger.

For Michael Sharps, Lake Placid was nearly 20 years in the making. Although he attended his first Parade in Portland in 2006, mechanical problems with a recently purchased 944 meant making the trip in a Mitsubishi Eclipse instead. Lake Placid finally became the Porsche road trip he'd been waiting to take.

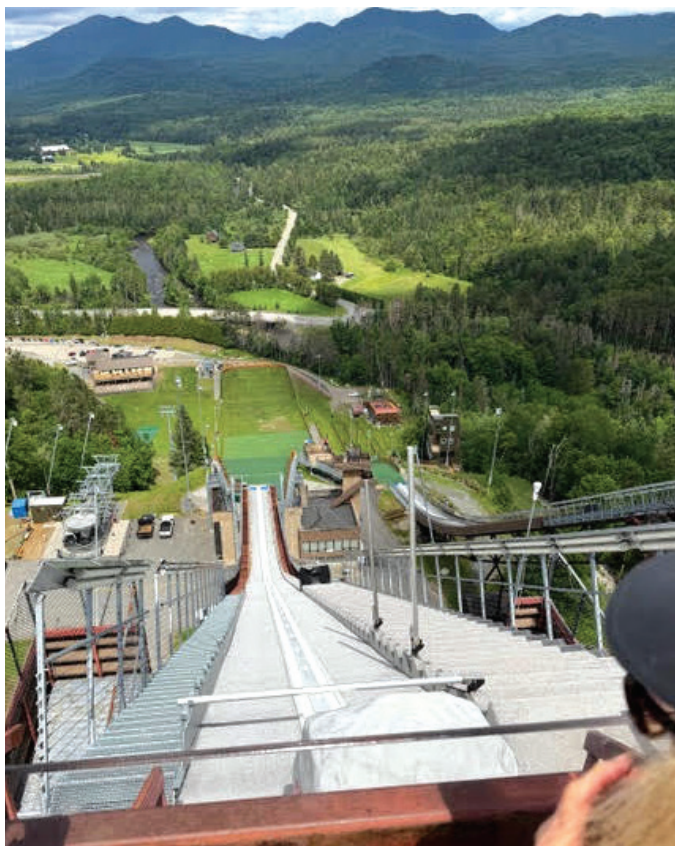
"As you get closer to the Parade, you get this steady rise in Porsche volume," Sharps recalled.

"You pass a truck towing a 356 on the highway. Every cluster of cars has at least one Porsche. Then two. Then you arrive at check-in and it's a parking lot full of Porsches," he said.

For Angel Leu and Chris Petrone, Lake Placid marked their first Parade. After spotting a last-minute registration opening, they pointed their Taycan Cross Turismo north with their Bernese Mountain Dog, Remy, riding shotgun.



Left page, from top left: **Photo 1** A birds-eye view of Concourse field – the former Olympic Speed Skating Oval – shows the wide variety of Porsche models that made the trip to Parade to compete. Photo by Dana Penso and Christine Jennings. **Photo 2** Lake Placid at sunrise. Photo by Paul Johnston.



Mark and Jeannine Wengers look down one of the two Lake Placid Olympic ski jumps.



Selfie time with PCA National HPDE Chair, Mia Walsh, PCA Executive Director, Vu Nguyen, Potomac Past President, Diane Sullenberger, Potomac Tech Chair, Dan Salisbury, and Northeast Region's Kristen Crowley. Photo by Mia Walsh.



Mark and Jeannine Wengers take a selfie in front of the Parade Concourse show field.



Porsches line both sides of the street in downtown Lake Placid. Photo by Dana Penso and Christine Jennings.

Interested in helping revive rally activity within Potomac, Angel signed up for both the Time-Speed-Distance Rally and the Gimmick Rally, eager to learn from experienced competitors. Somewhere along the way, Remy became an unofficial goodwill ambassador, introducing his owners to fellow members everywhere they stopped.

Mark and Jeannine Wengers had a different surprise waiting for them. During their first Parade they unexpectedly ran into neighbors from home, only to discover they were also PCA members.

For Leroy and Marilyn Mills, Parade has long been less about checking events off a schedule than reconnecting with friends they've made over decades of Parades and Treffens. They toured the Olympic venues, explored Fort Ticonderoga and AuSable Chasm, and led Potomac's regional dinner drive through the Adirondacks.

Even an accident that forced a last-minute route change couldn't derail the evening. The drive still ended at the historic Hotel Saranac, where breaking bread with fellow Porsche fans reminded everyone that the cars are often just the starting point.



Pam Clay displays her trophy for "AX Fastest Woman" at the AX Parade event. Pam is a regular at Potomac and Chesapeake AX events. Photo by Don Mattran.

OF COURSE, PLENTY OF MEMBERS CAME TO COMPETE

At the Parade Autocross, rain transformed an already challenging course into an even bigger test of skill. Potomac members John and Pamela Clay rose to the occasion, each winning their respective S7 classes in a 2022 Boxster GTS. Larry Reed added a second-place finish in the S3 class, while Pamela capped the week by earning Parade's Fastest Woman Driver award.

But competition takes many forms at Parade.

For Paul Johnston, it meant seeing Concours from the judges' side of the clipboard.

Working alongside veteran judges, Johnston quickly learned that what spectators admire and what judges evaluate aren't always the same thing.

"Working with Head Concours Judge Michael Grove and absorbing his 86-page judges manual was an experience!", Paul said.

As rain fell on the former Olympic Speed Skating Oval, judges crawled beneath cars lying in puddles while others inspected spare tires, tools, trim pieces and interiors. Details measured in millimeters often separated one score from another.

"Working with Head Concours Judge Michael Grove and absorbing his 86-page judges manual was an experience!"



Pamela Clay took 1st place in S7 Ladies Class and John Clay took 1st place in S7 Class in the Parade Competition.

It gave Paul a new appreciation for the owners who spend years preparing their cars and for the volunteers who preserve the integrity of one of PCA's signature events.

PCA POTOMAC AWARDS AT PARADE 2026

PARADE COMPETITION

John Clay – 1st Place, S7 Class

Pamela Clay – 1st Place, S7 Ladies Class

Larry Reed – 2nd Place, S3 Class

Pamela Clay – Fastest Woman Driver, Parade Autocross

PCA NATIONAL RECOGNITION

Public Service Award – Honorable Mention for PCA Potomac's 2025 community service activities.

Newsletter Contest – First Place, Class VI for Der Vorgänger



Jim Henry met the sunrise in this spectacular view of Mirror Lake from his hotel room balcony. Photo by Jim.



Porsche Cars North America's Shelby Akin worked for a year designing the Buzz Lightyear GT3RS for the Pixar / Porsche collaboration. This one-of-one car will be auctioned off for charity. Photo by Mia Walsh.



Ask Potomac members what they'll remember most about Lake Placid and they'll probably start talking about a favorite stretch of mountain road. A conversation with someone they'd only known online. Dinner with old friends. Or discovering, hundreds of miles from home, that the PCA member standing next to them is actually a neighbor.

These are the moments that aren't on the official schedule, but the ones that are made in the spur of the moment.

For Michael Sharps, Lake Placid also served as an introduction to even more PCA adventures. After hearing about Werks Reunions and Treffens from fellow members, he was already looking ahead to future road trips before the drive home had even begun.

FIVE MEMORABLE MOMENTS FROM PORSCHE PARADE 2026

Adapted from reporting by Manny Alban (Chesapeake Region) for the PCA National website.

Olympic History Everywhere

Lake Placid's Olympic legacy was woven throughout the week. Banquets were held in Herb Brooks Arena, the site of the legendary 1980 "Miracle on Ice" hockey game, while the Concours occupied the Olympic Speed Skating Oval.

Porsche's Toy Story Surprise

One of the biggest crowd-pleasers on the Concours field was Porsche's trio of one-off Toy Story-themed Sonderwunsch cars inspired by Jessie, Buzz Lightyear and Woody. The custom builds attracted steady crowds throughout the week.

More Than 200 Cars in the Parade of Porsches

Despite periods of rain, more than 200 Porsches participated in the traditional Parade of Porsches, winding through Lake Placid and the surrounding countryside in one of the week's signature events.

The Adirondacks Delivered

Driving tours remained among the week's most popular activities, taking members to destinations including Fort Ticonderoga, AuSable Chasm and other scenic locations throughout New York's Adirondack Mountains.

The Biggest Parade Yet

With more than 2,300 entrants and guests and over 1,000 Porsches, Lake Placid hosted the largest Porsche Parade in PCA history, proving that even a small mountain village could successfully welcome the club's biggest annual gathering.

PARADE PERSPECTIVE



STORY AND PHOTOS BY **MICHAEL SHARPS**

When I got in line to gather my registration materials, a volunteer asked all new participants to line up on the left, so I obliged. When I reached the front of the line, the lady at the desk didn't see my reservation. She asked, 'Is this your first time at a Parade?' It technically was not. But so much time had passed, I figured it was largely a new experience for me.

In late 2005, I bought my first Porsche; a Guards Red 1985 Porsche 944. It was a pretty exciting experience for me. I learned how to drive stick on it, did my first autocross, and registered for my first Parade. Living in Seattle at the time, I had the good fortune of having my first Parade in the next town over; Portland. Unfortunately, the car didn't fare well and broke down before the Parade was scheduled. So, I joined the caravan down to the event; in my Mitsubishi Eclipse.

Since then, I have dreamt of driving to a Parade; but, it just hasn't worked out. Either I didn't have a car, the event was too far of a drive, or I had a scheduling conflict. Finally, everything aligned for me to attend the Parade in Palm Springs. Then we had a pandemic.

With the Parade held in Oklahoma City in 2025, I had hope that the 2026 event would be drivable for me in my new home in Alexandria. And, it did in fact happen. Lake Placid is about a 9 hour drive. So I put the registration date on my calendar and promptly signed up for 10 AM.

To get to Lake Placid, I split the trip in half, stopping to visit friends in NYC. It was a great day to do so too, as the whole city was abuzz for the city's first game of this year's World Cup (Brazil vs. Morocco) and the final game of the Knicks' championship in the NBA. On the second day, I finally left the East Coast urban corridor and got to some scenic driving. As you get closer to the Parade, you get this steady rise in Porsche volume. You pass a truck towing a 356 on the highway. When you get off the highway, every cluster of cars in town has at least one Porsche. Then two. Then you arrive at the high school to check in, and it's a parking lot full of Porsches!

The Parade began for me with a shift as a timer for a group of judges at the Concours d' Elegance. Our group was tasked with reviewing a handful of spectacular G-Series, 964, and 993 911s. The life of a volunteer is tough, but we all must make sacrifices to support the community.



A couple of rare and special Porsches at the Concours wearing different shades of yellow. A Carrera GT left and 918 Spyder right.

"As you get closer to the Parade, you get this steady rise in Porsche volume."



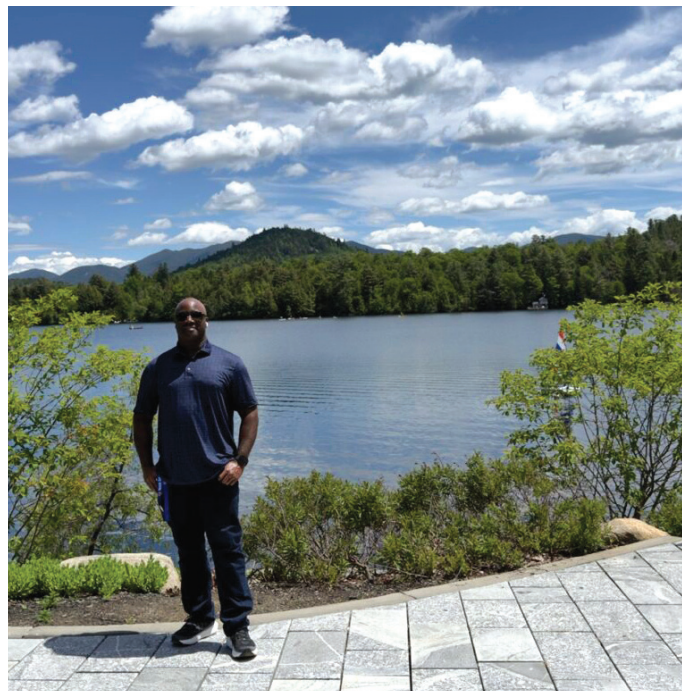
Back at the hotel, the license plates were a show in and of themselves. Trying to explain my license plate to friends and family has been met with blank stares and suggestions of better ways to spend my money. It was great to find a few kindred spirits.



The Potomac Tour at the Parade was actually my first tour with the Founder's Region. It became a bit of a scramble as different groups veered off in different directions when a road on the route was closed and we were rerouted. With Google Maps and a few extra left turns, I think we all managed to make it to the dinner at the end of the drive. Special thanks to LeRoy Mills for accepting my last-minute registration.

If you love Porsche, the Parade had something for you. My other volunteer shift was at the Art Show, which has inspired me to pick back up my camera. The Tech Tactics sessions provided details on the monstrous horsepower of the brand-new Porsche Cayenne EV and its routing tech that allowed the Porsche rep to make it to the Parade from Atlanta without range anxiety. And while I did not make it to autocross, I'm more than happy to share my blazing-fast lap times at Watkins Glen (on the e-sim racer) with anyone.

Next year's Parade will be held in Boise, Idaho, with Traverse City, Michigan announced as the site for 2028. I was also introduced to the idea of Werks Reunions and Treffens. So, it sounds like there are a lot of great opportunities for epic road trips for years to come.



PCA Potomac member, Michael Sharps, stopping to enjoy the view on Main Street in Lake Placid on the way to the PCA Parade Art Show.

PARADE PERSPECTIVE



View of the Olympic ski jumps from the Porsche Parade Route.



The Volunteers Luncheon on the 1980 Olympic Rink.



Fort Ticonderoga guard.

STORY AND PHOTOS BY **LEROY MILLS**

For Marilyn and me, the Porsche Parade is a chance to reconnect with our Porsche friends from across the country—friends we have met over the years at Parades and Treffens. We had been looking forward to this Parade ever since Lake Placid was announced as the host location last year. We enjoy using Parades and PCA Treffens as opportunities to visit places we have always wanted to see. Touring the Olympic Center, including the hockey rinks, and visiting the ski-jumping venue where all the driving tours began were a thrill. Parades offer many events to choose from, and we always make a point of attending the Concours on Monday. On Tuesday and Wednesday, we joined drives to Fort Ticonderoga and AuSable Chasm. On Wednesday,

we hosted our Potomac drive, with 24 cars and 40 people participating. We enjoyed a beautiful drive through the highlands, but it had to be shortened because a road was closed after an earlier accident. Even with the shorter route, we made it to our dinner location, the historic Hotel Saranac in Saranac Lake. We dined in the Grand Ballroom, and the food, service, and conversation were all wonderful. Saturday was the Porsche Parade with 200 cars making a continuous circle on a cruise by the lake and through the countryside led by the local police. We attended the Volunteers Luncheon and the closing dinner, both held on the iconic 1980 Olympic Ice Hockey arena. **DV**



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MAY/JUNE
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**APRIL/MAY
2026**



NEW POTOMACANS

APRIL 2026

KUNAL ANGRA
2017 911 Carrera S Cabriolet
from Mclean

GREGORY BATTAGLIA
1989 944 S2
from Leesburg

ZACHARY BERGER
2006 911 Carrera
from Arlington

BERNARD BISHOP
2026 911 Carrera S Cabriolet
from Bowie

ROBERT BRASHEARS
2019 718 Boxster
from Huntingtown

MIKE BRISTOW
2002 911 Carrera 4S
from Mechanicsville

COLTON CASTEELE
2023 Macan
from Alexandria

AMRIT CHASE
2018 Panamera Turbo S
E-Hybrid
from Washington

STEVE DANACEAU
2026 Cayenne GTS
from Arlington

ROGER DONMOYER
1995 968
from Hagerstown

HIDAJET ELEZOVIC
2007 Cayman S
from Ashburn

JOHN ELLIOTT
2024 Macan S
from Mclean

ERIC ELSTER
2021 Macan GTS
from Kensington

ROGER FARANO
2011 911 Carrera 4S
from Falls Church

KEVIN FROMER
2019 Cayenne
from Washington

PAUL GREEN
1998 Boxster
from Accokeek

WILLIAM HEINSEN
2020 Macan S
from Washington

CHRIS HENN
2021 911 Carrera 4S
from Chantilly

DAVID HERR
1977 911S
from Adamstown

JON HILE
2017 Cayenne S E-Hybrid
from Washington

HAMAD JAVAD
2024 911 Carrera 4 GTS
from Mechanicsville

KEVIN KELLER
2025 911 Carrera 4 Cabriolet
from Washington

MATTHEW KINARD
2026 911 Carrera S Cabriolet
from Aldie

RICHARD MARD
2001 911 Carrera
from Fairfax

DENNIS MEMA
2006 Cayman S
from Arlington

TRACY MILLER
2023 Macan
from Glenn Dale

MICHAEL NGUYEN
2026 Cayenne GTS
from Arlington

MEHRSHAD NOURANI
2026 911 Carrera
from Bristow

IAN PENFIELD
2006 911 Carrera S
from Arlington

DANIEL QUINLAN
2002 911 Turbo
from Washington

LESLEY RIGAUD
2026 Cayenne S E-Hybrid
from Bethesda

THOMAS ROSE
2001 911 Carrera Cabriolet
from Falls Church

NABIL SANDHU
2023 911 Carrera GTS
from Fredericksburg

IMRAN SOHRAB
2025 Cayenne
from Bethesda

ASHLEY SYKES
2022 Cayenne Turbo
from Bethesda

PHILLIP VAN
2025 718 Cayman GTS 4.0
from Washington

SAI VELAGA
2021 Macan
from Washington

WILLIAM WEBSTER
2020 Taycan 4S
from Frederick

ALI ZARGARIAN
2019 Panamera GTS
from Gaithersburg

MING ZHU
2026 911 Carrera T
from Rockville

NEW MEMBERS = 40

**MEMBERS TRANSFERRING
TO POTOMAC IN APRIL 2026**

CHRIS HEUSLER
2024 911 Turbo S Cabriolet
from Arlington

DEVIN STITELY
2009 911 Carrera S
from Williamsport

ALEX EVANS
1999 911 Carrera
from Arlington

MAY 2026

SYED AHMED
2026 911 Carrera GTS
from Potomac

WILLIAM BABIK
2008 Cayman
from Springfield

JONATHAN BARTLETT
2008 Cayman S
from Bowie

T. BERRY
2020 Panamera GTS
from Washington

RONAN BOCHEREL
2023 911 Carrera 4 GTS
from Lusby

JAVIER BU SOTO
2002 Boxster
from Vienna

CLARENCE CATCHINGS
2024 911 Carrera
from Waldorf

DAVID DIXON
2014 911 Turbo S
from Vienna

GARY FARHA
2026 911 Turbo S
from Potomac

ROSS FISHKIND
2023 Panamera 4S
from Bethesda

LESLEY HARRIS
2019 911 Turbo S Cabriolet
from Upper Marlboro

MIKE HOOVER
2015 911 Carrera 4S
from Accokeek

TIMOTHY HUGHES
2022 Panamera GTS
from Fairfax Station

EDGAR JAUREGUI
2005 911 Carrera
from Germantown

COLIN JOSE
2024 911 GT3
from Germantown

CHRISTIAN KONKO
2005 Boxster S
from Leesburg

HUNTER LAWYER
2019 911 GT3 RS
from Thurmont

ESSENTINO LEWIS
2021 Panamera 4S
from Lanham

STEVEN LOTT
2024 718 Boxster
from Flint Hill

CHRISTOPHER MILLER
2001 911 Turbo
from Frederick

RICK NELSON
2023 911 Carrera 4S Cabriolet
from Aldie

KHOI NGUYEN
2013 Cayenne GTS
from Silver Spring

SEBASTIAN OROZCO
2026 911 Carrera T
from Mc Lean

WESLEY RUTH
2026 Cayenne GTS
from Winchester

RICHARD SANDERS
2026 911 Carrera
from Warrenton

WILLIAM ST. AMANT
2006 Boxster S
from Vienna

CARVILLE STEPHENSON
2022 911 Carrera
from Washington

PRIVESH VED
2025 911 Carrera
from Aldie

WILLIAM WALLACE
2018 Panamera 4 E-Hybrid
from Mt Airy

NEW MEMBERS = 29

**MEMBERS TRANSFERRING
TO POTOMAC IN MAY 2026**

SUNG-KI LIM
2009 911 Carrera S
from Fairfax

ERIC KAUFMANN
1995 911 Carrera
from New Hope

MICHAEL G. DANDALIDES
2026 911 Carrera T
from Falls Church

BRANDON BRAZZEAL
2015 911 Carrera GTS
from Burke

CLAY T. FIMIANI
1997 911 Targa
from Marshall

PAUL E. PENDLETON
1986 911 Carrera
from Annandale

DARREN MOWRY
Grey 1965 356
from Great Falls

**MAY/JUNE
2026**



PCA POTOMAC ANNIVERSARIES

MAY

5 YEARS

Alan Banks
Ikenna Udejiofor
Richard Birdsong
Greg & Janet Finn
Alan & Gabriela Barney
Bruce Fried
Brian Jamieson
Stephen & Ki Gransback
Damon Porter & Anne Maton
Stephen & Annette Farrell
John & Amy Byrd
Matthew Hussey
Artur Moreira
Juan Carlos Caballero
Roderick Moore
Damon Fortune
Christopher Cralle
Raina Blain
Bas & Peter Brukx
Leoncio Gutierrez

10 YEARS

Andre & Lois Koneczny
Eric Middleton
Jack Welsh Jr.
Themistocles & Koutsis Tzamaras
Ryan Hambleton
Jeff Abel
Randy McCullough
Jason & Tommye Gilbert
David Green
Percy White
Patrick & Thomas Tansey
William Catron

15 YEARS

Mark Logan
Aris & Eva Pappas
Jeffrey Braun & Melissa Anderson
Drew & Gretchen Leonard
Fadi & Laudy Ashy

20 YEARS

Stuart & Chrisann Wirtz
Jack & Colin Anderson
Kirk Junker & Darcey Wilkes
Aaron & Jeanetta Aulabaugh
Steve & Nancye Vermillion
Lewis Hauser
Hans Miller & Heather French

25 YEARS

Ryan Magrab
Gil Bohene & Catherine Swaniker

35 YEARS

Michael & Alex Wheeler
Mark & Nancy Silverman

JUNE

5 YEARS

Stewart & Christina Bartley
Ivan Blumberg
Calvin Pilgrim
Bryan Watts & Chris Murray
Eric Kothari
David Doherty
Miles & Glenn Hammill
Michael Trusty & Monica Schnicke
Daniel Sedlmayer
Paul & Karla Quintana-Brooks
John & John Bonilla
Jermaine Jordan
Jackson Allen
Mandy Warrington
Pliska Gilliam
Jerry Hayes
Craig Halper
Darren Mowry

10 YEARS

David Ahearn
Kirk & Charlene Lattner
Paul & Lisa Brockman
Mike Klakring

15 YEARS

John Strabo
Fabian Watson

20 YEARS

Bruce & Karen Markle
Clinton Staggers

25 YEARS

Douglas & Kimberly Selby
Charlotte & Ivan Chirinos
Robert Gable
Bruce Nouri & Ali R. Aghaee
V & Victor F. Hampton Stone
Gil Bohene & Catherine Swaniker

30 YEARS

Andrew & Stephanie L. Clements

35 YEARS

Mark & Anna Orban
Arthur Schwartz & Anita Caplan
Ronald & Diana Davis

50 YEARS

David Czarnecki

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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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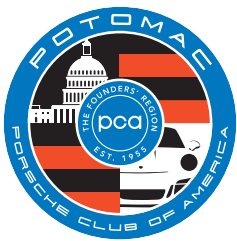
MEMBER'S FOTO CORNER



A group of Porsches catching a break from the sun under a great old oak tree near the BMW pavilion at the 2025 Pittsburgh Vintage Grand Prix. Photo by John Mills.

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@pcapotomac.org



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JOIN PCA

Membership entitles you to receive **DER VORGÄNGER** and monthly issues of PCA's magazine, Panorama. Porsche dealers also recognize PCA membership with a 10% parts discount.

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Drivers' Education with free Tech Inspection for members, Concours, Drive n' Dine, Autocross, Rallies and other social events.

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

