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THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • MAY 2024

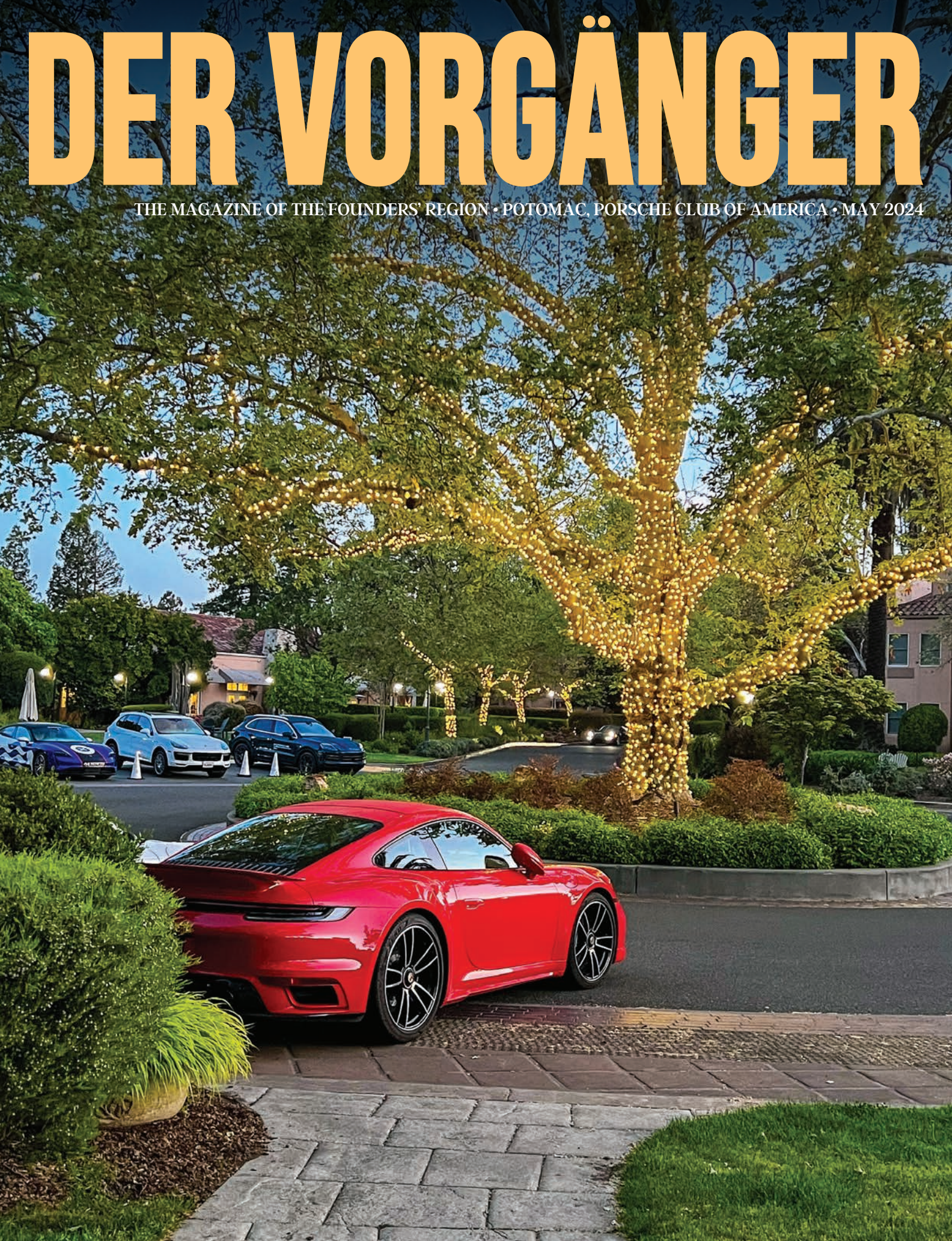




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COVER PHOTO

The Fairmont Sonoma Mission Inn was the host venue for PCA's Treffen Wine Country. Potomacan Lonnie Pera captured this view of the entrance at the four-day event in Sonoma, CA in April. Story on page 26.

BACK COVER

Ted King's 2018 991.2 GT3 resting between DE sessions. Story on page 16. Photo by Ted.

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Thoughts on Father's Day



Steve Grumbach
Editor

The genuine delight I have in assembling each issue of DV is it allows the opportunity to bring you personal stories woven around our Porsches in association with our family and fellow club members. These stories go beyond reporting "the news" of recent events; instead, they bring insight and celebration woven into aspects of our lives of which our Porsches are only a vehicle. But they are so much more through their use in shared activities. It's a core tenet of PCA under our slogan, "It's not just the cars, it's the people."

There is no better example of that than the article this month by Ted King, an active long-time Potomac member who

brings us a heart-rending and very personal perspective as an owner, enthusiast, son, and father. He admitted he's wanted to tell this story for a while, "It's my own story of how I got into cars, helped my Dad spend his budget on my dream cars, got involved in DE, and passed on the torch to my boys." You'll see it's much more than that – "Father's Days" starts on page 16. His story arrived as a ray of sunshine in an otherwise miserable month noted for dank, grey overcast skies.

This issue will arrive near Father's Day. Celebrate your enthusiasm with those you love. Let your boundless passion and shared joy be a cornerstone of your legacy. **DV**



My Grandsons Jack (2) and Nathan (6), in my Boxster S. Their father, my oldest son James, reports that they always call out "Porsche!" when they spot one on the road. Good thing their feet can't reach the pedals. But soon will come the day...



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It's Not Just The People, It's The People

As I'm writing this, the sun has finally returned, which reminds me of our Driver Education (DE) event from a couple of weeks ago, held at the iconic, historic, and very fast Watkins Glen in upstate New York. (See our story, "DE: Potomac Returns to The Glen", starting on page 10.) Even though it rained two out of the three days, it was a fantastic weekend. Not everyone likes to drive in the rain, but some drivers have rain tires and decide to bravely weather the elements (a great way to learn car control – but that's a story for another day).

So, I'm in the garage on Saturday evening (the only dry day) chatting it up with our esteemed and talented (also humble) Secretary, Alan French. He was telling me how he had such a great day in the dry, having survived the prior day's soggy conditions. He



Alan French at Watkins Glen in the Saturday afternoon DE session. With apologies to Ringo, the Englishman got by with a little help from his friends. Photo by etechphoto.com

had some decent rain tires, but after one session in the dry, he discovered a very unfortunate problem with his car: his dry weather tires were corded (worn to the point where they would be unsafe to use on a track).

A little background on Alan's DE experience over the past couple of years, without getting into all the gory details – he has had some bad luck with his car and had scrambled to get his car ready for this event, which everyone so much looks forward to. I'm sure all of us reading this know exactly what I mean when we talk about the overwhelming anticipation.

Alan then tells me that he finds a solution, in the name of Bill Conley (they drive basically the same car). Bill is our esteemed and talented (also humble) Autocross Co-Chair (along with Jeff Gary), and he also loves to do HPDEs. It turns out that Bill just happens to have a perfectly good, not corded(!), set of dry weather tires/wheels occupying his trailer. Without hesitation, Bill offered his extra tires/wheels to Alan. Listening to Alan describe the whole situation, it was amazing to see how he went from total dejection to miss a much-anticipated dry day at the track, to total elation and joy!

Of course, Alan asked Bill what

he owed him for putting a day's worth of wear on his tires, which is a lot at the Glen. Alan was shocked to hear: "Nothing!" Alan insisted, but Bill then recounted a story to Alan about a generous act of kindness afforded to him by another popular member, Kurt Leta. It turns out that Bill had run into a similar situation as Alan, and Kurt had bailed him out, refusing to accept payment. Instead of a "payback," Kurt had asked Bill to "pay it forward."

So, the rest is history, and Alan French is now looking for a fellow member in distress, so he can pay his debt by "paying it forward." This is just one example of how we all take care of each other... after all, we are family!

If you read this column last month, you heard my story about Scott Eckels. If you have a fun story to share with me about how you have been a "Scott Eckels" (or a "Kurt Leta" or a "Bill Conley") to another member, I would love to hear from you (don.mattran@pcapotomac.org).

See you at an event soon! DV



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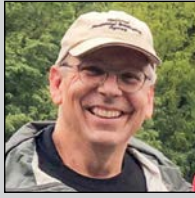
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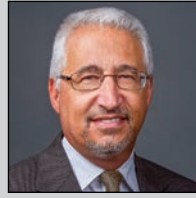
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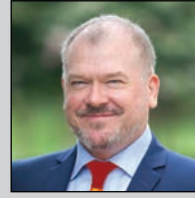
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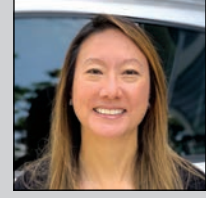
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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.

JUNE

 **15** Drive & Dine: Black Bear Bistro
& Brick Oven, 32 Main St,
Warrenton, VA

 **21-23** DE: Potomac's Pitt Race DE,
Pitt International Race Complex,
Wampum, PA

 **22** Community Service: Beaver County
Meals on Wheels Pass Hat at Pitt Race,
Wampum, PA

JULY

 **5-7** MidSummer DE: Summit Point,
Summit Point - Main Circuit,
Summit Point, WV

 **19-22** Drive & Dine: Highlands Tour,
Inn at Gristmill Square,
Warm Springs, VA

26 Community Service: Camp Porsche,
Potomac's PorscheFest,
Summit Point, WV

 **26-28** Potomac's PorscheFest DE,
Summit Point - Main Circuit,
Summit Point, WV

 **27** Autocross: PCA Potomac Autocross #4,
Summit Point - Potomac Circuit,
Summit Point, WV

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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.

Suppose you already enjoy being part of our volunteer community and want to share your technical, organization/ program management skills, or your ability to wrangle and inspire members to experience the Potomac difference. In that case, we have opportunities for you!

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

- Historian Committee Member, contact George Whitmore, historian@pcapotomac.org
- Rally Chair & Vice Chair, contact Alan French, secretary@pcapotomac.org
- Webmaster Vice Chair, contact Ron Flax, webmaster@pcapotomac.org
- Der Vorgänger, Asst. Editor, contact Steve Grumbach, dveditor@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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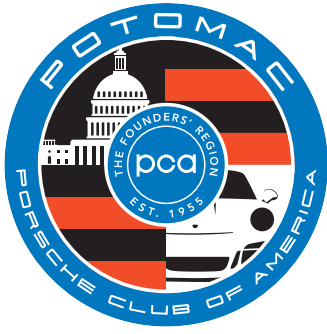
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Potomac Program Highlights

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Ken Comerford #59 in his 2008 Cayman 987.2 closing in on Jeff Baker in his #04 2016 Cayman GT4 Clubsport. The "esses" are possibly the best part of this fine track, curbing, but that's not slowing anyone down!

DE: Potomac Returns to The Glen

STORY BY BOB MULLIGAN, DE CO-CHAIR
PHOTOS BY ETECHPHOTO.COM

Potomac's DE Spring season continued to entertain in May when Potomac hosted our second away DE event at Watkins Glen International Raceway on May 10-12. "The Glen," as it is known, is located just outside the village of Watkins Glen, New York, on the shores of picturesque Seneca Lake. The venue is long known as the home of the Formula One United States Grand Prix, which it hosted for two decades starting in 1961. In addition, it has also been home to road racing of nearly every class, including SCCA and most recently the NASCAR Cup Series.

PCA Potomac has been a regular at the track for many years; we began hosting events there back in the late 1980s. It has always been a top-pick track to visit among our members, and many current DE drivers have been doing so for years.

The Finger Lakes region also provides a wide variety of casual entertainment. To mention a few opportunities: the wonderful lake; waterfalls; hiking trails; fabulous restaurants; wineries; historic lodges and B&Bs; and more.

Potomac's DE was underway on Thursday evening when most drivers, instructors, and volunteers arrived to set up their paddock and get an early jump on registration and the required on-site tech session, reducing the mandatory Friday morning responsibilities.

We had 150 participants arrive ready for action. Although Friday started and ended with a lingering rain, many drivers took advantage of the lessons in car control, as the slippery conditions kept them on their toes. When not on the track,



Jay Smith #37 (2017 GT3R) has a larger-than-life view in the mirror of John Sullivan's (2021 991.2 GT3 Cup) Having either of these two cars in your mirror is a common view for many drivers, but only briefly...



John Sullivan #80 leads Melanie Sullivan #08 in nearly matching 2021 991.2 GT3 Cup's, but not by much! The "Bus Stop" section of the track has recently modified curbing, but that's not slowing anyone down!



George Whitmore (Potomac Historian Chair) in his 1973 911 Coupe leads Terry Murphy's 2023 GT4RS and Jay Smith's 2017 GT3R up the esses in Black run group. George has many laps around this track as he has been an active member of Potomac since the beginning of time...(early 1980's or before) and George is the Co-Historian of the Potomac Region.



Tomas Krunkaitis in his #11 2008 911 Turbo leads #81 Chief Instructors (Sean or Colleen) Reiche's 2014 Cayman S GTB1 race car, but it looks like a close matchup in the wet. Tomas Joined Potomac in 2010, and participates regularly and runs in our Red (Advanced) run group.



Shawn Davis #3 (2010 Cayman S) leads in the twisties ahead of John Sullivan #80 in his 2021 991.2 Cup.



Happy hour after the track went cold.

many made a home in the expansive open garage facility with more than 50 cars and many people. The garage is always a very popular spot but was truly appreciated on Friday, as were the trackside Happy Hours both Friday and Saturday after the track went cold for the day. Weather was much improved for Saturday and Sunday driving, and also provided a pleasant atmosphere for Saturday's dinner

and drinks at the Jack Daniel's Club overlooking the highly respected and iconic "Esses." The party featured fabulous food, people, and stories.

If you have not made the trip to Watkins Glen yet, or any of our three away events, you should plan to include at least one of these events for next year - you will not regret it. And Watkins Glen would make a great choice. DV

AUTOCROSS



Paddock line-up at the Washington Circuit.

Spring Autocross

STORY BY PAUL BROCKMAN
PHOTOS BY STEVE GRUMBACH

What a day, what a day! Autocross, AKA solo racing, is back in full swing.

The weather in mid-May for Autocross #2 (AX2) was much better than the forecast from earlier in the week, and Summit Point welcomed us with open arms and clear skies. We had a bit over 60 racers attending, allowing six runs for everyone.

After getting everyone through registration and tech, Bill Conley (AX Co-Chair and speed demon) brought everyone into the training room for a course and car management session. Bill cleverly used a semi-full water bottle (thanks to Allie) to demonstrate how the weight of our cars shifts as we accelerate, brake, and steer – causing the tires to have more or less grip, depending on where the weight is located over the tires. We were also educated on finding hidden straight sections in the autocross course. The cars can go faster through straight sections but finding “hidden straights” can be as challenging as finding the striped sweater in “Where’s Waldo?”.

Jeff Gary (AX Co-Chair) set up a challenging course with several very tight turns and long curves, taking advantage of both skid pads. Of course, there were also the hidden straights that Bill mentioned! Several brands of cars were present, including Miatas, GTIs, S2000s, and plenty of Porsches of all types and ages.



1980 911 Carrera Cab on the Washington Circuit.

I drove in heat #1 with my ‘80s Carrera and was fortunate enough to be running with another ‘80s 911. The other 911, owned by Patrick, had a newly updated suspension, so the compare-and-contrast proved interesting. As an instructor, I could be a passenger in Patrick’s car, and coach him in mine. I laughed the entire way around the track, sliding these analog sports cars and coercing grip out of the brakes and tires. We both got our cars hunkered down so much that we had a wheel elevated off the ground (see pics). OMG, that was fun. People often comment on how they appreciate seeing an older Porsche driving at speed; I reply, “The car keeps signing *itself* up for Autocross, and just asks me along to drive!”



Potomac's rollin' Conleys: Allie, Membership Co-Chair, and Bill, Autocross Co-Chair with their Boxster.

Several of the trusted AX team weren't able to make the event, so the team pulled double-duty to make sure all coaching runs could be accommodated. It's amazing, the sense of accomplishment, both for the instructor and driver, when the driver starts to "get it" and drops seconds off their run times. Also funny is when I hear someone who just was an instructor, ask for another instructor to coach him!

I'm fortunate to get in cahoots with the PCA Autocross team. The group is always welcoming and friendly, which



Pam C. challenges the course, the Cayman, and the cones.

has a contagious quality. At the end of the day, everyone is picking up the cones, packing up the trailer, and saying, "Look forward to seeing you at the next Autocross event." Every Autocross runs the spectrum of participants, from cagey veterans to eager newbies. Autocross is a great way to explore in a safe environment what our cars can do and to get out of our comfort zones a bit. We look forward to seeing you at our next event.

Lastly, congrats to Danny for FTD...again! DV

RALLY



Alan Schulman and Navigator David Taschler in a 2024 718 Boxster exit the Loys Station Bridge. They would finish first in the rally.

Covered Bridges Rally: A Rainy but Thrilling Adventure

STORY AND PHOTOS BY EMELY WINNERT, RALLY CHAIR

Despite the drizzling rain on Saturday, April 27, the Covered Bridges Rally saw an impressive turnout of 22 participants in 11 cars. This rally took enthusiasts on a 100+ mile journey through picturesque landscapes and historic covered bridges, culminating in an exhilarating experience at Links Bridge Vineyards in Thurmont, Maryland.

The planned route led the participants from Porsche Silver Spring through the charming paths to three iconic covered bridges: Loys Station Covered Bridge, Roddy Road Covered Bridge, and Utica Covered Bridge. Each bridge added its touch of historical charm and architectural beauty to the rally, providing a scenic backdrop and a series of challenges for the participants.

Participants were not just passive observers on this journey; they were tasked with engaging in activities along the way. As they approached the first covered bridge, their skills were tested with speed limit sign calculations, adding an element of precision and focus to the driving experience. At each covered bridge, a unique challenge awaited - counting large joists, requiring attention to detail and quick observational skills amidst the excitement of the rally.

Adding to the excitement, participants had to rearrange the provided pictures in the correct order after passing the first covered bridge, adding a puzzle-solving element to the rally that kept all of us on our toes.



Arrival in Thurmont, Maryland at Links Bridge Vineyards.



And the winners are... (L/R) Lisa & Louis Jacques (Second Place), Mark & Laura Kissel (Third Place) and Alan Schulman & David Taschler (First Place).



Bill & Katherine Plasket in a 1976 911 Targa at the start of the rally.

The competitive spirit was palpable as participants vied for the top positions. The winners emerged with impressive performances:

First Place: Alan Schulman, driving a 2024 718, accompanied by passenger David Taschler, showcased exceptional driving skills and strategic thinking throughout the rally.

Second Place: Louis Jacques, driving a 2021 Cayman GTS 4.0 with passenger Lisa Jacques, demonstrated a keen eye for detail and quick decision-making on the challenging route.

Third Place: Mark Kissel, also driving a 2021 Cayman GTS 4.0, alongside passenger Laura Kissel, exhibited a combination of precision driving and teamwork that secured their position on the podium

The Covered Bridges Rally wasn't just about competition; it celebrated automotive passion, camaraderie among enthusiasts, and the thrill of navigating scenic routes under challenging conditions. Despite the rain, participants and organizers hailed the event as a success, marking it as a memorable page in the region's rallying calendar. DV



Loys Station Bridge, Rocky Ridge, Maryland.



Buddies chasing each other into Turn 1 at Summit Point - Main (July 2021). Photo by etechphoto.com

Father's Days

STORY AND PHOTOS BY TED KING

Like many of you growing up, I fed my car obsession inhaling stacks of *Automobile*, *Road & Track*, and *Car & Driver* mags piled up next to my bed. Black-on-gold Lamborghini Countach and Ferrari GTO prints were proudly displayed on my wall. They were the stuff of dreams. The shared parking lot outside our townhouse in Wheaton, Maryland, held far more mundane coaches over the years: a Chevy Impala, a deep-purple Saab 99, a Honda Accord. My dad, Simon, was not as much a “car guy” as I seemed to be. Still, I’d see him tinkering on our Saab, his hands dirty changing brake pads, maybe draining coolant – primarily to save a few hundred bucks. I spectated on occasion, but scarcely lent a useful hand. I was far too occupied playing Atari and sketching out my imagined car designs, or desperately cribbing Marcello Gandini’s (Bertone’s Chief Designer) genius.

When Dad hit mid-life, he started looking into getting a “fun” car. Back in the late 80s, Budget would let you rent BMW 3-series, 280Zs... even 944s. My buddy’s dad had just bought himself a Guards Red 944. “Dad, you’ve got to rent one of these!” I’d egged him on, touting it as one of R&T’s acclaimed “Best Handling Cars.” He was convinced, rented one...and was smitten. Within a week he brought home a black-on-black 951 turbo sitting on those fascinating phone-dial wheels. I was lucky enough to drive it to dinners as my Dad’s sober designated driver. I loved everything about it. The positive ‘click’ of triggering the door-pull to get inside, dropping low into the contoured seat, inhaling its intoxicating leather aroma. Grabbing the meaty steering wheel, peering through to the perfect black VDO gauges swept by orange needles. I loved how businesslike and serious it felt. Compared to any other car I’d driven, every input felt so deliberate, solid, and positive. That laggy, slingshot ‘whoooooosh’ after the turbo kicked in was both addictive and intimidating for an inexperienced driver.



My first DE at Summit Point Main, RX7 Turbo II (1990).



My son Nathan readying for a quick launch at PorscheFest AutoX (2023).

I was fortunate enough soon thereafter to own my Japanese clone of his car, an '88 RX-7 Turbo II. My Dad soon upped his game and got the final model year of the beloved G-body 930. What a beast! About that time, someone very wisely recommended that we get involved in car control clinics. There were a few for-profit operations those days offering low-speed exercises similar to PCA's HPDC program. I'd driven my car "fast" on the street, but getting a chance at slalom, emergency lane changes, threshold braking, and some controlled circuit laps was eye-opening. The classroom lectures discussed the usual friction circle, car dynamics under changes in direction, acceleration, etc. It was just enough information to make me thirsty for fast driving, but dangerous without enough practice seat-time to actually develop those skills. I took my 'learnings' to the street here and there, making some expensive mistakes along the way... another story perhaps.

Fast forward to my mid-life crises (I've had several, if you ask my wife Karen!). Sadly, my father passed away suddenly just before I'd returned to attending HPDEs in the seat of a 997. I'm embarrassed to admit I'd already sold his 930 upon his passing (one of my biggest regrets – we all still shake our heads). Getting back on track seemed a way of reconnecting with him. I can't help thinking of my Dad every time I hear that unmistakable whirring, big-bore 4-cyl. 944 sound slowly driving by in the paddock. Having only driven Porsches on the street I was shocked at my car's potential when pushed in the right environment. Getting pinned that hard into my 3-point street belts under heavy braking was something I'd never felt before. My DE attendance accelerated and I finally gave in to my recent GT3 obsession by hunting down a used 991.2 just before COVID hit (lucky timing!). These days, even consumables maintenance is a Zen activity for me. How often do we get to use our hands in our desk jobs?

My twin boys, Alex and Nathan, got their learner's permits a few years ago, and as a Street Survival instructor for PCA and BMWCCA, I immediately enrolled them into Street Survival – twice – once using each of our daily driver cars that they



Simon King posing proudly alongside his 930 at Summit Point Main (1990).

might drive at any point. My boys had gone go-karting at parties, but sliding a real car around the skid pad and through the 'mini-course' brought genuine grins and got a hook into one of my boys. My son Nathan had a blast running in last year's PorscheFest autocross event, but during the parade laps before dinner on Summit Main circuit, he looked over to me, exclaiming, "I want to be out here!" [on track]. With any luck, we'll be celebrating his 18th birthday on track at his first DE at PorscheFest this Summer.

Seeing all you dads out there with your sons and daughters enjoying our DE events together is bittersweet for me, but I'm thankful I had the chance to get started in DE with my Dad. Looking back, I'm not sure who brought who to the dance between my Dad and me when it comes to cars and the track. My boys may or may not get hooked like I did – I refuse to *push* them into it – but I'll happily fund their track consumables budget until they can afford their own.

Over 10 years now, I've 'grown up' together with many of you through our various DE run groups. We've learned a lot and had a blast along the way. Your camaraderie, happy hour regaling, and casual chatting in the paddock have made you all my chosen PCA-Potomac family. DV



Tarek Shamounki's 1992 964 RS took the "Best of Marque".

40th Annual Deutsche Marque Concours d'Elegance

STORY BY PAUL VESSELS
PHOTOS BY STEVE GRUMBACH

The registration notice in MotorsportReg boldly read, "THIS EVENT IS HELD RAIN OR SHINE UNLESS OTHER NOTIFICATION IS PROVIDED." And rain, it did. It was an unrelenting, persistent dank misty drizzle – just enough to test the patience and resolve of any participant who had prepared their cars for a sparkling display; call it God's Speed Shine. Undeterred, 25 hearty PCA members braved the elements to participate in the 40th Annual Deutsche Marque Concours d'Elegance on May 5th at Occoquan Regional Park, in Lorton, Virginia.

PCA Potomac once again joined the National Capital Chapter of the BMW Car Club of America (BMWCCA/NCC) and the Greater Washington Section of the Mercedes-Benz Club of America (MBCA-GWS) for this fortieth year in celebration

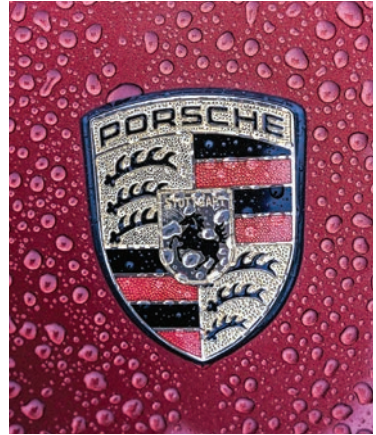
of the three marques in the display and judging of German collector, vintage and modern cars.

Regardless of the weather, this annual automotive event often brings out the cleanest vintage and modern examples from the three German automotive clubs in the greater Washington, D.C. area consisting of many unique cars that are not regularly seen on the local Cars & Coffee circuit. Some only come out for specific events each year but do attend the DMC, which although competitive, fosters a more relaxed, casual atmosphere of automotive camaraderie.





Ted Hovis (seated right) with his 1995 993 took First Place in the "Late Air-Cooled" category. See his story on page 22.



Vintage classics well represented each marque at the event.

There's a lot of history around this 40-year-old event, and thankfully the three clubs were able to reunite and keep that history moving into the future. But wait, let's take a quick look at the Deutsche Marque's beginnings. The inaugural Deutsche Marque Concours event dates back to 1984 when the local chapters of the Porsche, BMW, and Mercedes-Benz clubs first decided to host a concours jointly. This first event was held on Sunday, July 1, 1984, at Cheltenham U.S. Naval Radio Station, in Clinton, Maryland. Then, 32 cars were entered: five Mercedes, ten Porsches, and 17 BMWs.

A year later, the "Tri-marque Concours" moved to the German Embassy in Washington, D.C. for its second event, where it would remain for the next seven years. The event was such a huge success and gained so much popularity as

an annual event, that it had to be moved to a larger location as the embassy, and the neighborhood, could no longer accommodate the number of cars and spectators attending. Since then, the DMC has graced the parking lots and fields of several venues, including Historic Woodlawn Plantation, TPC Avenel, and Nottoway Park in Vienna, Virginia. This year, it returned for its fourth running at Occoquan Regional Park, quickly becoming a favorite location for participants and spectators.

In addition to the outstanding work of the volunteers and organizers from each club, who plan and execute this clean-car competition, another thing that makes the event so unique is that each of the three clubs handles the classing, judging, and scoring of their entries based on three factors: condition, appearance, and cleanliness.



Undeterred by the inclement weather the beautiful cars continued to attract many.



Late Air Cooled participants.



Event Chairs from each club: (L/R) Omar Abu-Zied – Vice President and Concours Chair, MCBA-Greater Washington Section, Paul Vessels - PCA Potomac, John McWilliams – Concours Chair, BMWCCA/Nat'l Capital Chapter. Photo by Larry Frazier.

This year, PCA started with 11 classes including a non-judged People's Choice Class. However, based on registration numbers that were off 65% the week leading up to the show (due to the threat of inclement weather) classes had to be whittled down to accommodate anticipated participation, or lack thereof. Further, classes and overall judging had to be revised yet again, and "on the fly" during the event creating the elimination of roughly three classes overall. However, the show went on!!

Participants arrived as early as 8 a.m. to begin what they thought would be their final cleaning. The usual "rags down" time scheduled for 10 a.m. before the start of judging was omitted this year given the consistent "on-and-off" showers of the day! Judges had to be drafted, as did the official timer, and criteria and alternate judging sheets were provided in anticipation of a limited volunteer core due to the weather. I finally figured out why people started to run when they saw me head their way with my hand extended saying, "Heeey, you got a minute?"

We ended the day with the usual Wine and Cheese Awards presentation with everyone relatively pleased with the outcome of the event given the day's challenges with the weather. Having been a concours participant at many different levels and venues, I was particularly impressed with the number of Porsche participants and the quality of the cars that made the trek to participate in a concours that included rain! Everyone's wax passed the test and we thank you all for participation in this special event!



Special THANKS to all the board members & volunteers who gave so generously of their time and efforts to help make the event a success, and, in alphabetical order, these PCA Potomac and Chesapeake members include the following:

Steve Bobbitt
 Steve Buss (PCA Chesapeake)
 Marc Caden (PCA Chesapeake)
 Bill Caltron (Logo design)
 Bill Conley
 Ron Davis
 Ron Flax
 Larry Frazier
 Steve Grumbach
 Ed Hahn
 Paul Koenigsmark (PCA Chesapeake)
 Steve MacKellar
 Don Mattran
 Diane Sullenberger
 Bill Schwinn
 Percy White
 George Whitmore

We look forward to seeing you at next year's Deutsche Marque Concours d'Elegance. DV

40th Annual Deutsche Marque Concours d'Elegance Results

356 - All Years

1st Place: Pete Russel, 1963 356 B Notchback
 2nd Place: Ron Davis, 1964 356 SC Coupe
 3rd Place: Larry Frazier, 1965 356 C Cabriolet

Early Air-Cooled

1st Place: Greg Hapgood, 1968 912 Coupe
 2nd Place: Rebecca Gibson, 1969 911E

Mid-Year Air-Cooled

1st Place: Dan Salisbury, 1982 911SC

Late Air-Cooled

1st Place: Ted Hovis, 1995 993 Cabrio
 2nd Place: Tarek Shamounki, 1992 964 RS

Modern 911

1st Place: David Rubin, 2009 911 Turbo
 2nd Place: James Boland, 2011 911 Turbo

Current 911

1st Place: David Ordway, 2019 GT3 RS
 2nd Place: David Ordway, 2014 911 C4S

924, 944, 968

1st Place: Percy White, 1990 944 S2 Cabrio

Boxster/Cayman

1st Place: Hugh Davis, 2006 Cayman S
 2nd Place: Kevin Roldan, 2015 Cayman

Modern Porsche

1st Place: Fletcher & Tarsha Moses, 2022 Taycan
 2nd Place: Crystal Jackson, 2024 Taycan

People's Choice

David Ordway, 2019 Porsche GT3 RS

Chairman's Award

Greg Hapgood, 1968 Porsche 912

Judges' Choice

Pete Russel, 1963 356 C Notchback

Best of Marque

Tarek Shamounki, 1992 964 RS



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ALEX TRAFFIC



Left: Ted's Guards Red 993 photographed in Old Town Alexandria – an excellent contrast between a perfect shine and weathered charm.

Ted Hovis poses with some new hardware in front of his 1995 993 Cabriolet.

Fixer-upper to Trophy Winner: A 993 Story

STORY AND PHOTOS BY TED HOVIS

A lifelong fan from childhood, I first became a Porsche owner in 2014 when I took delivery of my beloved 981 Boxster S. In 2022, I finally decided it was time to fulfill my bucket list dream of owning an air-cooled 911.

Even before they became such a hot ticket, I always loved the 993 generation. They look so clean and well-proportioned to my eye and represent the bridge between the classic and modern eras.

I'm not alone in my admiration of these gems, and we all know where 993 prices went in recent years, especially during the pandemic.

Finally, buried deep in my search results pages, in July 2022 I found an attainable Guards Red on Black 1995 Carrera 2 Cabriolet in "fairish good" condition from a collection in New Jersey, with exactly 50K miles showing. Basically, an "as-is sale", warts and all.

It had seen 27 years of spirited use by its first owner at his vacation home in Michigan. The second owner reportedly installed a new Porsche classic head unit and drove it about 700 miles before returning it to the dealer, declaring "I'm too fat for this car" – and driving home in a Panamera.

Beyond the detailing lipstick, it clearly had a checkered past. The front bumper was slightly smashed upwards, chipped/scratched/dented, and finished off with a thin respray attempt that I can only assume was performed by a kindergarten class.

The rear wasn't much better, with a cracked and hazed wraparound taillight unit and rusted/dented exhaust tips. The windshield was pockmarked, and every crack and crevice of the car was absolutely filthy; it had spent time on dirt and gravel roads.

While driving it 400 miles back home to Virginia in heavy rain, I discovered more issues: There was a harsh grinding noise from behind the dash and other interior rattles. Several knobs and small parts were missing or damaged.

Most embarrassingly, whenever I braked hard the horn honked – prompting me to pull the fuse before I ended up in fistfights with whoever was in front of me. Upon getting home, I soon realized the car had a parasitic draw and couldn't sit for more than a day off the trickle charger.



Sunrise along the Alexandria, VA waterfront.

At this point the words, “What the hell have I done!?” began making regular late-night appearances in my head. Fortunately, the essentials were there: It ran great, had a folder with 20 years of service history, and apart from a few blemishes, the paint was good.

I wrestled with the idea of leaving it as an original condition driver – but my OCD quickly kicked in and I decided to see how far I could get in returning it to its former glory. This car certainly deserved it.

At this point, I should mention that I’m not a wrencher. I’ve never owned anything but late models, and always just had repairs done by local indie shops. That said, to keep the costs of this kiddie pool restoration from spiraling, I needed to learn to pick off the low-hanging fruit myself. Thank goodness we live in the YouTube era for DIY projects.

I soon became a frequent buyer on Suncoast and Pelican, and watched countless videos. Most basic tasks are doable IF you follow a very specific sequence of disassembly/reassembly steps – trying to wing it on seemingly simple jobs such as replacing the taillight kit, climate control unit cooling fan, and even the hood struts could turn minor problems into

much more expensive ones. I was never able to pinpoint the exact cause of the draw that would have vexed Nikola Tesla but it magically got fixed somewhere during the restoration process after I replaced several missing interior/hood bulbs, the glitchy climate control fan, had RPM replace the fried airbag module unit and fix the horn issue. It could have been any of those things or something else entirely - but now it can sit off the charger for a week or more and start without a hiccup.

Visually, my proudest hacks included spending two and a half hours recoloring the faded seat stitching with a red Sharpie, shining up the leather with a thin layer of shoe polish/black Sharpie, and dabbing touch-up paint pretty much everywhere I saw white spots. I drew blood (mine, not the 993’s) using a needle and thread to re sew torn seams of the soft top lining.

A missing control knob for the antiquated radar detector was replaced by the cap for a Knob Creek whiskey traveler... which can pass for OEM if you don’t look too hard. I patched or fully cloned various damaged or missing small bits with heat/water-resistant black silicone plumbing putty.



Visually, my proudest hacks included spending two and a half hours recoloring the faded seat stitching with a red Sharpie.



Removing various bits to clean the hard to reach places.



Custom finishing touches included period-correct Dansk chrome exhaust tips.



Red and black CocoMats add a pop of color to finish off the interior.



A perfectly detailed engine bay.

Needless to say, my car friends were appalled when I verbally explained all of the above – but they clammed up quickly once they saw the results.

For mechanical work, estimates ranged from \$18,000 to \$7,000, to “your car’s fine, just needs interval service and minor electrical;” guess which one I went with. Most body shops wanted to replace the front bumper for \$2500+, but I eventually found a shop that could reshape and respray the original piece and also, fix flaws on other panels for a shockingly reasonable price.

Custom finishing touches included period-correct Dansk chrome exhaust tips and red and black CocoMats floor mats to add a pop of color.

By early 2024, I decided that things were far enough along to try my luck in a judged competition.

I registered for the 40th Annual Deutsche Marque Concours d'Elegance in Lorton on a whim, mainly to get some feedback on what I should focus on next. I'd be lying if I said it was a crowded field since the rain scared most competition away, but the judges seemed genuinely impressed with what they saw.

At the end of the day, my first fixer-upper project had won 1st place in the late air-cooled class. I almost burst out laughing – in no universe did I expect to go home with a trophy that day.

I'm interested to see how it will compete in a car competition with, y'know, more cars; but for now, a win is a win.

So, there you have it: my two-year journey from taking a scruffy driver to a Concours award winner with zero prior experience. Buying a mint condition car is a great feeling to be sure, but I've now learned that investing your literal blood, sweat, tears, sanity, dollars, and hundreds of hours into bringing a car back to life creates a bond like nothing else I've ever experienced.

The smell of burning oil is a feature, not a bug, BTW... DV



Madhu Rao captured this dramatic panorama of Jenner Beach while touring down the Pacific Coast Highway, west of Santa Rosa.

PCA Treffen Wine Country: Wine and Winding



STORY BY LEROY MILLS

PCA's Spring Treffen was held at Fairmont Sonoma Mission and Spa from April 21-24. The weather was typical California spring weather - cool in the morning and evening and warm to hot in the middle of the day. Accordingly, it was necessary to layer clothing for each day. Many people were grateful for the attractive puffer jackets that were part of the event package. The three couples from Potomac attending were described as "the usual subjects" as all have attended multiple previous Treffens ("treffen" translates from German as "to meet"). The PCA national team organizes these multi-day limited affairs at notable staged and luxurious resort destinations twice a year, including options for local guided driving tours.

We all enjoyed seeing friends from past Treffens and meeting new Porsche enthusiasts and fellow PCA members from across the nation. One of the great things about Treffens is how nice and inviting everyone is. Marilyn and I took advantage of the trip to California to extend our stay to include San Diego and Arizona to visit friends.

The PCA Redwood Region developed fantastic winding drives utilizing the rolling hills, Sonoma and Napa Valleys, and the spectacular scenery across the Northern California region. Some drives took advantage of the iconic Pacific Coast Highway 1 to take us to the ocean and provide some great scenic views. All attendees commented on how fun all the drives were over the notably winding and curvy roads.

There were plenty of opportunities to taste wine, either at the local wineries or at the Inn's daily tasting. On Wednesday (the Navigator's Day off), some choose to sample the numerous offerings at local Breweries.

The next Treffen will be at Mount Washington, New Hampshire from September 29th to October 3rd. The big announcement at the closing dinner was that the Spring 2025 Treffen will be at Omni Homestead in Hot Springs, Virginia. We hope you'll join up with us and other Potomacans at an upcoming PCA Treffen! DV

THE SPRING 2025 TREFFEN WILL BE AT
OMNI HOMESTEAD IN HOT SPRINGS,
VIRGINIA. SCAN THE QR CODE FOR MORE
INFORMATION:





Treffen participants staging at Viansa Winery in the morning before a driving tour. Photo by Lonnie Pera.



Potomacans at Treffen: from left Marilyn and LeRoy Mills, Steve and Lonnie Pera and Roshni and Madhu Rao.



Steve Pera in a 2013 Boxter S (left) and the Mills in a 2019 Carrera 4 GTs prepare to depart on a drive from the Viansa Winery in Sonoma, CA. Photo by Lonnie Pera.



Scenic views surround the Viansa Winery. Photo by Lonnie Pera.



919 LMP with a 935 in the background at the Porsche Experience Center Museum in Atlanta.

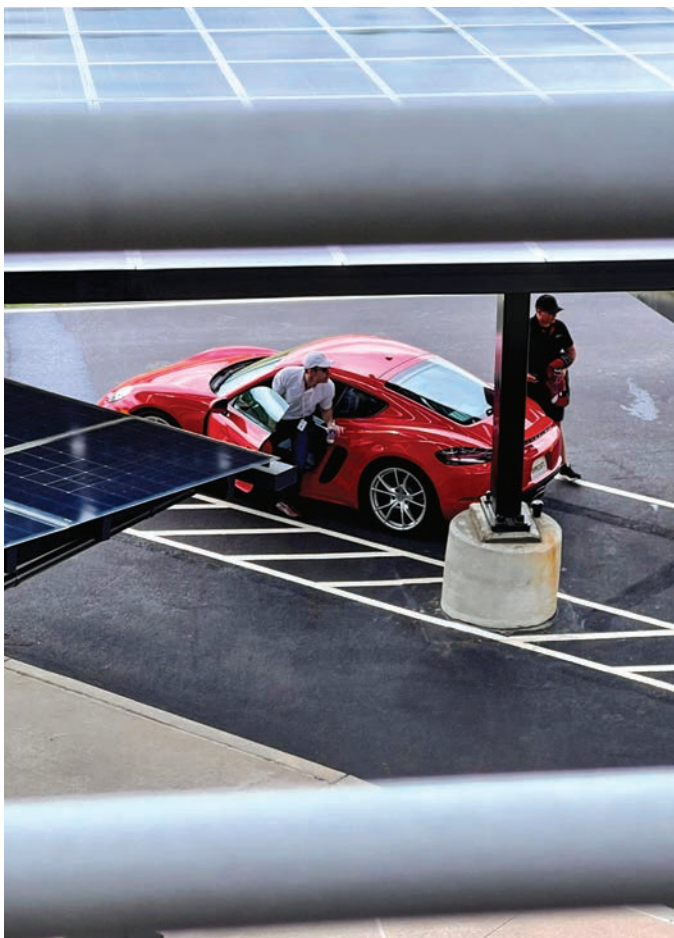
Arrive and Drive with Porsche Precision: The Porsche Experience Center Atlanta

STORY AND PHOTOS BY NATHAN BRILL

Left foot brake. Right foot to the mat. The twin-turbo flat-six nest of hornets buzzes to the redline and settles around 5,000 on the tach. “Go!” says the instructor from the right seat. Release the brake, the PDK engages in that instant, smooth-yet-solid way only a Porsche can, and the 2024 guards red 911 Carrera GTS hooks up and rockets down the track. The braking zone appears just as the ear-to-ear grin sets in, and it is hard on the four-piston calipers. How much longer can this thrill ride last? 89 and a half minutes!

Since taking a high-performance driving class and participating in the Founder’s Region’s High Performance Driver’s Clinic at Summit Point’s Jefferson circuit, I have been seeking that next adrenaline shot of track time. However, the usual excuses prevailed – too busy with work and family, and track days are too hard on my car.

Enter the Porsche Experience Center. Opened in 2015, the Porsche Experience Center (PEC) in Atlanta, co-located with Porsche North America’s headquarters, is a masterpiece of architectural design, a playground for gearheads, and a slice of heaven on earth for Porscheophiles. PEC offers a variety of experiences, ranging from tours with demonstration laps to driving simulator time, but I was seeking wheel time driving someone else’s car in anger. PEC’s website outlines a variety of ninety-minute sessions on either the original South Track or their new West Track. In short, visitors select a car (or cars) and a track for their experience. After coordinating the day to include some friends in the action, I booked a morning session on the South Track in a 718 Cayman and an afternoon session on the West Track in a 911 GTS. A connoisseur’s selection, or so I thought, of mid-engine agility at the entry point to Porsche’s sports car line-up, and the rear-engine standard bearer tuned to the perfect balance of performance and usability.



Nathan Brill exiting a 718 Cayman after the morning session.

Upon my arrival at PEC Atlanta, the gate guard at One Porsche Drive directed me to the parking garage. It immediately became apparent this is a special place for the flat engine faithful. Tucked away in the corner of the garage is a Porsche 963 IMSA prototype racecar in the No. 7 Penske livery. No rope and stations. Instead, it lay in wait in employee and guest parking, seemingly ready to fire up and compete in Atlanta's I-85 rush hour traffic. Focus too hard on the racecar, and visitors may miss the comparatively mundane 918 Spyder parked next to it. The rest of the garage looks like the paint-to-sample configurator on Porsche's website come to life.

I have to remind myself the real show is inside. After checking in and receiving a brief orientation on the facility, I am invited to explore the cars on display, the museum and the design center until the start of my track experience. The PEC facility is "on-brand," as a marketing team might say. Clean lines, form following function, a combination of minimalist art, efficiency, purpose, and a nod to heritage with an eye toward the future. The building embodies brand values. The driving instructors will later remind us that the complex stood in for the Avengers' compound in the Marvel movies, and the glass-enclosed restaurant overlooking the track as Tony Stark's bedroom. Yeah, I am ready to move in, too.



Weather clears over the West Track just in time to start the day two sessions.

Arriving early (to ensure the formidable Atlanta traffic does not derail the long-awaited day) allows ample time to explore PEC's exhibits. A Ruby Star Neo GT3 with the Manthey Performance Kit sits in the lobby, door open, inviting guests to sit in its carbon buckets. A two-level museum with rotating exhibits features classic and modern highlights from Porsche's portfolio. The museum opens with Rod Emory's first car, a 1953 356 Outlaw racecar. Also featured are several air-cooled 911s (some with PCA stickers), a Carrera GT, Porsche factory driver Romain Dumas's 2021 Pikes Peak winning No. 38 911 GT2 RS, and a Porsche 919 Hybrid. I consider myself sufficiently inspired well before hitting the track.

The buzzer goes off with German punctuality, and my friend and I are introduced to our instructors for the morning. After a brief overview of the older South Track, we head out to the balcony with panoramic views of the clouds clearing above, and serpentine asphalt spread out below. Down a flight of stairs to a row of idling Porsches, and we are escorted to our 718 Caymans.

My instructor starts us on the one-mile handling circuit. Unlikely a conventional racetrack, there are no runoff areas. Instead, a guardrail surrounds the track, with about ten feet between high-speed glory and crunched sheet metal. I am told to think of it like the Monaco street circuit, except that I am not Lewis Hamilton. After two sighting laps, we pick up speed with my instructor providing guidance on braking zones and vehicle placement through the dozen or so corners. Thanks to my prior Founder's Region HPDC experience, I am quickly hauling in and passing higher horsepower 911s in the two permitted passing zones. The slower participants move on to other modules, and we have the track to ourselves.



992 GT3 at the museum.



Weather clears over the South Track just in time to start the day.

Unlike other performance driving programs I have attended, there is little to no downtime. The instructors are monitoring the other cars on the South Track facility, communicating on their two-way radios and making suggestions on different modules based on participant interest and availability. Other than the brief introduction to the course layout and safety rules, all instruction is one-on-one, in the car.

We move to the kickplate, where sprinklers ensure the epoxied concrete surface is extra slick. At less than 25 miles per hour, a kickplate randomly unsettles the back of my 718 and we practice recovering from oversteer skids. Next, we move to a similarly slippery skid pad to explore the limits of the 718 in oversteer and understeer conditions. Last, we check out the low-friction handling circuit, a go-cart-like slick track to explore the Cayman's weight transfer and associated handling characteristics in various radius on- and off-camber corners. After a quick breather to refocus following a few spinouts on the skid pad and kick plate, it is back to the handling circuit to lay waste to someone else's tires and brake pads.

Wrapping up the first ninety-minute sessions revealed that a 718 Cayman is more than enough car for the South Track. The 982 platform also proved an interesting comparison to my 2013 manual Boxster S (981). The PDK removes one variable, freeing my already overtaxed mind to focus on correct sightlines, vehicle positioning and braking technique. The flat-four turbo exhibits a slight lag coming out of slower corners as boost builds, but the additional torque lower in the rev range more than compensates. The flat-four also sounds better from

the cabin than the magazines would have you think. Most noticeable is the 718 Cayman's improved steering as compared to my 981 Boxster. When launched for the 2017 model year, it was reported that 718s had a 10 percent faster rack than Porsche's first-generation EPS system found in my 981. The fixed roof and other advances may also have contributed to the increased precision of the newer car. My instructor showed me the window sticker on this \$88,000 "base" 718, we snapped some pictures, and it was on to lunch at Restaurant 356 overlooking the track.

Well, more accurately, it was lunch for my friends and ginger ale for me at Restaurant 356. The spinouts had cost me my appetite, and there was more driving to do.

The West Track was to be the highlight of the visit. Opened in April 23, the 1.3-mile handling circuit includes approximately 20 corners, including miniature versions of the Nürburgring's iconic banked Carousel and Leguna Seca's Corkscrew, complete with the latter's more than two stories of elevation change. Only certain instructors teach the West Track, and Porsche reserves West Track experiences for its faster cars. Sharing the West Track with our 911 GTs were a pair of 911 GT3s.

Like the South Track, there is virtually no runoff area, and the instructor guides me to drive the course like I would approach an unfamiliar back road. My friend who joined me for the West Track experience was a frequent track day participant, and he is quickly bombing around the course in his yellow GT3. With double the turns of the South Track, it takes me a little longer to figure out where I am going.



Nathan poses with a 992 GTR Pikes Peak car at the museum.



356 and other air-cooled Porsches at the museum.



A rare Ruby Star Cayman GT4 RS.

This is my first time driving a 911 of any generation in anger. My instructor demonstrated the different Porsche Dynamic Chassis Control (PDCC) – or adjustable suspension – settings, and the PDCC's elimination of body roll enhances the larger 911's feeling of stability when compared to the Cayman. With 173 additional horsepower over the Cayman and a chassis that can best be described as planted, the GTS feels like a more serious instrument on a more complex track. We explore the power in the dynamics area, testing the launch control and proving the hypothesis that Porsche's rear engine physics multiplies the advertised 473 horsepower and 420 pound-feet of torque.

After a breather, we return to the track, which is starting to make more sense. The s-curves inspired by North Carolina's tail of the dragon begin to flow, the corkscrew brings back Sony Gran Turismo memories, and I start to lean into the carousel. One last lap, and we are done for the day. Again, a preview of the window sticker, and for \$188,000 this do-it-all 911 could be parked in my garage. With its twin-turbo flat-six, stitched GTS interior, and backseats for my two boys, it makes a convincing case that my offspring would derive greater benefit from this family investment instead of a college fund. My trip to Atlanta concludes just in time to celebrate Mother's Day, and I look forward to making that argument upon my return.

PEC is an excellent opportunity to enjoy Porsche's newest offerings or engage in some exhilarating driving without the need to prepare your personal Porsche. Many programs purport to maximize track time, but PEC is truly a non-stop

one-on-one session of driving. The instructors remind me that a usual track day is 15 to 20 minutes of track time followed by an hour break or classroom instruction. Our 90-minute session compressed a track day's worth of driving into a morning. Unless you are an endurance racer, one 90-minute session on the new West Track and a tour of PEC would be sufficient for the day; I likely bit off a little more than I could chew with two tracks at once. Serious track enthusiasts may also find the tight handling circuits too restrictive to fully apply their skills. While the instructors will let you drive to your abilities, they do not want students going ten-tenths (see comment above regarding lack of runoff area and six-figure cars).

A visit to PEC is worthwhile just to see where Porsche's North American executives are inspired to design the cars we love. Exploring the capabilities of these cars is a bonus. Before leaving, I grab a few souvenirs for my five-and-a-half and two-and-a-half-year-olds, as it seems unlikely my advocacy skills alone will secure a spot for the full-size 911 GTS in my garage. My phone is buzzing with text messages from my wife that both boys are telling their teacher that dad is out of town racing Porsches. Sort of. Beyond the toy cars, I came home with great memories of a day spent with old friends, new cars, and a renewed appreciation for Porsche's engineering and attention to detail. I look forward to returning – and one day, with my boys. **DV**



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2023 911 GT3 Touring
from Laurel

LOREN BACHMAN

2005 911 Carrera
from Sterling

KATHERINE BARTHELSON

2018 718 Cayman
from Mc Lean

MAURICE BOURGEOIS

2009 911 Carrera S Cabriolet
from Vienna

JACKIE BRUNE

2024 911 Carrera
from Mclean

ROSS CARVER

2023 911 Carrera 4 GTS
from Arlington

ERICH CHAN

2024 Panamera 4
from Alexandria

TIMOTHY CHENG

2024 718 Boxster S
from Potomac

JARED ELOSTA

2014 Cayman S
from Washington

KURT GALL

2023 911 GT3
from Alexandria

BILL GRABNER

2003 911 Carrera Cabriolet
from Leesburg

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2020 911 Carrera S
from Aldie

JUSTIN HIMELBERGER

2013 911 Carrera S
from Bethesda

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DOMINIK KNAPFELJ

2015 911 Carrera 4
from Sterling

VICTOR LIU

2024 911 Carrera GTS
from Arlington

GEORGE LLUBERES

2022 911 Carrera S
from Germantown

JAMES MILLIGAN

2022 718 Cayman S
from Herndon

MICHAEL MORELLA

2006 911 Carrera
from Burke

AHMED OMAR

2006 911 Carrera
from Rockville

ANDREW OWUSU-YAW

2016 Macan S
from Falls Church

JAMES PENA

2024 911 Carrera T
from Haymarket

DAVID PEREIRA

1989 944 S2 Cabriolet
from Nokesville

ALEXANDER PHILLIPS

2014 911 Carrera 4S
from Washington

ANISH PRADHAN

2020 911 Carrera 4S
from Ashton

BENTON RHEE

1981 911 SC
from Leesburg

BRIAN SHURE

1997 911 Carrera
from Washington

DANIEL SIPPLE-ASHER

2005 911 Turbo S Cabriolet
from Mclean

MARK TAYLOR

2020 911 Carrera
from Bowie

MATTHEW WALLIN

1986 944 Turbo
from Rockville

JAMES WILLIAMSON

2016 911 GT3 RS
from Purcellville

MATTHEW ZAMAT

2021 911 Carrera
from Gaithersburg

NEW MEMBERS = 34

TRANSFERRING FROM DOWN EAST

DAVID ORDWAY

1986 911 Turbo
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TRANSFERRING FROM ROADRUNNER

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MAY
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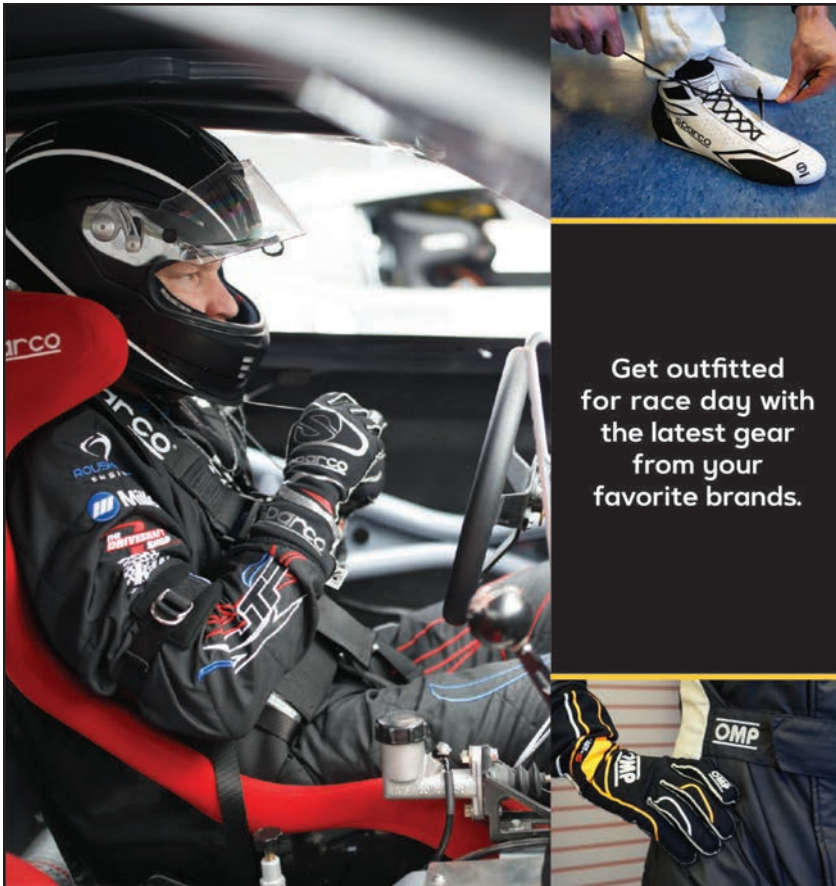
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DER VORGÄNGER

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

- Travel and adventure stories with your Porsche - foreign or domestic.
- First hand accounts of attending a motorsport event in which Porsches participated.
- Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
- Interviews with owners of vintage or historically significant Porsches (or a collection).

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Driver Education event or just an entertaining Drive & Dine.
- Your story of participating in a PCA national event, such as Treffen or Parade.
- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.
- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

Browse the MAGAZINE area on pccpotomac.org for submission instructions, the latest edition, 50+ years of archived **DV**, and more!

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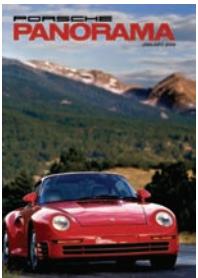
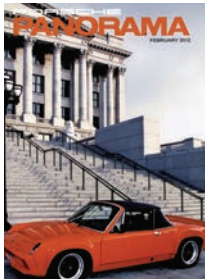
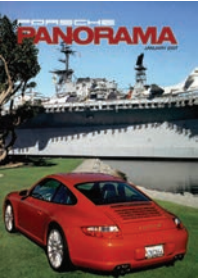
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PORSCHE PANORAMA



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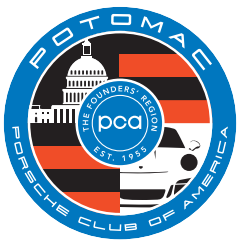
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