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EDITOR

Steve Grumbach

dveditor@pcapotomac.org

CO-EDITOR

Jason Aldag

jaldag@pcapotomac.org

CONTRIBUTING PHOTOGRAPHERS

Ken Marks, Mia Walsh, Bill Schwinn,
Ted Hovis, Scott Bowen & Hank Allen

DESIGN

John HR Mills

dvdesigner@pcapotomac.org

COPY EDITOR

Joe Minarik

CONTRIBUTING WRITERS

Alan French, Glenn Havinoviski
& Stu Wirtz

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contributions to **DER VORGÄNGER** should
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advertising@pcapotomac.org

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Dramatic storm clouds set
a backdrop above his 2013
Carrera at the Chancellor's
Run Activity Center in
Lexington Park, MD.
Photo by Scott Bowen..

BACK COVER PHOTO

41st Annual Deutsche Marque
Concours d'Elegance; story
page 10. Photo by Ted Hovis.



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2001 911 Turbo, 1985 928 S, 2015 Macan S

Scan to View My Porsche Enthusiast Page



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You've Got a Story – We Can Help



Steve Grumbach
Editor

The magazine you're holding is the product of a collective effort – stories, photos, and ideas from members across our region, in collaboration with the *Der Vorgänger* team.

We're fortunate to be part of Potomac, PCA's first region and one of its largest and most vibrant. Whenever I talk with fellow members, I hear no shortage of compelling stories – road trips, track days, tech adventures, and personal journeys that would make excellent DV material.

In sharing your memorable experiences, you enhance the club experience for others, whether it be a road trip to a fascinating destination, participation in one of more than 100 annual regional events, or recounting a personal adventure through visual storytelling. Your subject matter need not be limited to club activities. My view of DV is to include any topic

of interest to (and about) our members, as would any hobby publication.

While stories are all around us, there is the occasional shortage of storytellers. If you are hesitant to submit a story due to concerns about your writing skills, don't be. The team at DV works behind the scenes to help you. Our focus is as much about documenting our region's activities as telling stories of interest to our club members.

If you think you have a story, you probably do. You can start by emailing me with a suggestion or an outline of your idea. We'll get in touch and partner with you on what eventually appears on these pages. So, please send it in: dveditor@pcapotomac.org

I care passionately about the aesthetic and visual presentation of DV, as much, if not more so, than the narrative content. That is part of what differentiates

the magazine from a blog or website. As Rod Stewart sang, *"So remember, every picture tells a story, don't it."* We select images that complement the story, but regrettably, some of the best ones don't always appear, often owing to considerations of available space and composition in layout. Every month is a juggling act; sometimes we drop a spinning plate. But take heart – they are not discarded and may appear in a future edition in some other setting.

And most importantly, we are a vast and enthusiastic group with a host of interests that provide fertile material for stories. Of one thing I am confident: With the size, diversity, talent, and breadth of the experiences of PCA Potomacans, combined with the abundant range of activities and passionate members in our region, I am not alone in getting those stories to you. DV



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Friends and Family

We held our Open Board Meeting (OBM) in mid-May at Intersport Performance in Ashburn, VA. Many thanks to Omar Hilmi and Charlie Murphy for hosting us. They have been long-time supporters and sponsors of many of our events over the years, which we very much appreciate. If you have never been to Intersport, it is a fantastic facility, and holding our meeting surrounded by so many amazing cars was quite the atmosphere. (See more on the story starting on page 20.)

Just a quick reminder of what we cover at our OBM's: we review Club financials and other important current issues. The best part of the meeting is when the Chairs of our many programs briefly review their programs and what new members can expect to experience if they decide to participate. We had approximately 25 new members in attendance, those who have joined since January 2024. There was much mingling before and after the meeting, so our new members had the opportunity to meet many of our longer-term members and see that I was telling the truth when I guaranteed that our Club is comprised of the friendliest group of car enthusiasts you will

find anywhere. I do believe that many of these new members will become quite active very soon. If you have been a member for a while, please consider coming out to our OBM's so we can show off how many friendly members we have!

At the end of the meeting, we had two brand-new members, who had been with us for less than two weeks, ask to address the group: Luis Chevez and Randi Dutch. Please take note of their names, as you will likely see them at many of our events.

Luis wanted to tell us how he became involved in buying a Porsche and then joining the Club. Turns out he is Kenny Kong's (our illustrious Secretary, Club Race Grid Boss, Track Registrar, PorscheFest Coordinator, DE Instructor) next-door neighbor. As you might imagine, Kenny has been working on Luis for a while (is anyone surprised?!), and Luis decided to purchase a 911 GTS from Silver Spring Porsche (another major supporter and sponsor of our Club). Of course, the color is green, almost a twin to Kenny's green 911 GT3 RS.

While Luis' story is quite entertaining, Randi's story to me emphasizes the extremely friendly nature of our members.

A week before our OBM, Randi attended the Deutsche Marque Concours (PCA Potomac, BMW, Mercedes). It is my understanding that she was there with her Mercedes, participating in the concours with her car. Of course, she was having a good time, despite the rain, but decided to leave the Mercedes folks for a while to see what it would be like to hang out with the Porsche folks. She met Paul Vessels (PCA Potomac Concours Chair, along with Percy White), and Paul introduced her to the other PCA Potomac members in attendance. Well, the rest is history... She told us at the OBM that the PCA folks she met were so friendly that she decided to buy a 911 that week and join PCA Potomac! I told you we are a friendly group!

To learn more about how to have fun with our PCA Potomac family, email me at don.mattran@pcapotomac.org or call/text me at 410-960-4017. PorscheFest, held at the end of July, is highly recommended! DV



Don Mattran
President

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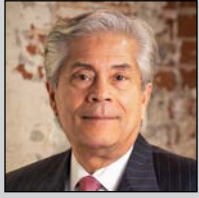
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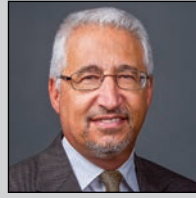
PRESIDENT

Don Mattran
president@pcapotomac.org



VICE PRESIDENT

Alan French
vicepresident@pcapotomac.org



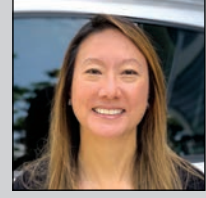
TREASURER

Stephen Kiraly
treasurer@pcapotomac.org



SECRETARY

Kenny Kong
secretary@pcapotomac.org



PAST PRESIDENT

Diane Sullenberger
pastpresident@pcapotomac.org

PROGRAM LEADERSHIP & VOLUNTEERS

AUTOCROSS

Paul Brockman & Mike Trusty
autocross@pcapotomac.org

COMMUNITY SERVICE

Marcie Calcagno & Kere Harper
communityservice@pcapotomac.org

CONCOURS

Paul Vessels & Percy White Jr.
concours@pcapotomac.org

DRIVE & DINE

Mike & Jackie Peters
driveanddine@pcapotomac.org

CLUB RACE

Allie Conley & Steve Wilson
clubrace@pcapotomac.org

TEEN DRIVING SCHOOL

Doug Hough & Wendy Chetney
streetsurvival@pcapotomac.org

DRIVER EDUCATION

Chairs

Bob Mulligan & David Dean
dechair@pcapotomac.org

Instructor Development

Mark Salvador & Michael Kaunitz
mark.salvador@pcapotomac.org

Registrars

David Evans, Henrik Ojikutu
& Joceyln Lasher
deregistrar@pcapotomac.org

Track Registrar

Kenny Kong
trackregistrar@pcapotomac.org

Cashier

Carol Palitti
decashier@pcapotomac.org

New Driver Ambassador

Lara Peirce & Jim Musgrave
driverambassador@pcapotomac.org

Tech Inspection

David DiQuollo, Daniel Salsbury
& Ken Larson
tech@pcapotomac.org

Track Stewards

Tim Kearns, Dirk Dekker,
Stephen Kiraly & Davis Eastman
tracksteward@pcapotomac.org

Chief instructors

Sean Reiche, Colleen Reiche,
Mark Salvador & Brian Walsh
chiefinstructor@pcapotomac.org

PorscheFest Coordinator

Kenny Kong
kkong@pcapotomac.org

Track Coordinator

Ron Tilton
trackrentals@pcapotomac.org

Women's HPDC

Colleen Reiche
colleen.reiche@pcapotomac.org

HISTORIANS

George Whitmore
historian@pcapotomac.org

MEMBERSHIP

Allie Conley & Christina Widodo
membership@pcapotomac.org

SOCIAL

Lou Bartolo
social@pcapotomac.org

VOLUNTEER COORDINATOR

Lauren Tilton
volunteer@pcapotomac.org

LEGAL OFFICER

Gary Sidell
legal@pcapotomac.org

RALLY

OPEN
rally@pcapotomac.org

SOCIAL MEDIA COORDINATOR

Bill Schwinn
socialmedia@pcapotomac.org

WEBMASTERS

Ron Flax
webmaster@pcapotomac.org

SAFETY

Dirk Dekker
safety@pcapotomac.org

SPONSORSHIPS

Bob Simmons & Steve Lebowitz
sponsor@pcapotomac.org

DER VORGÄNGER

Editor

Steve Grumbach
dveditor@pcapotomac.org

Advertising

Alan French
advertising@pcapotomac.org

Copy Editor

Joe Minarik
jminarik2@aol.com

Design

John HR Mills
dvdesigner@pcapotomac.org

Co-Editor

Jason Aldag
jaldag@pcapotomac.org

ZONE 2 REP

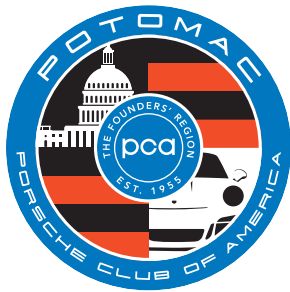
Phil Grandfield
zone2reppca@gmail.com

NATIONAL SAFETY

Dan Dazzo
safety@pca.org

NATIONAL HPDE CHAIR

Mia Walsh
mia@pcapotomac.org



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



8 Drive & Dine: Concours at Creek's Edge Winery, Lovettsville, VA



8 3rd Annual Founders' Region Concours d'Elegance, Creek's Edge Winery, Lovettsville, VA



13-16 Drive & Dine: Wild Wunderbar Getaway 2025, Stonewall Resort, Roanoke, WV



20-22 Driver Education: Potomac's Pitt Race DE, Wampum, PA



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



28 Autocross: Potomac Autocross #4, 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.

JULY



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



20 Drive & Dine: Virginia Highlands Tour 2025, The Inn at Gristmill Square, Warm Springs, VA



25-27 Driver Education: Potomac's PorscheFest DE, Summit Point – Main Circuit, Summit Point, WV



26 Autocross: Potomac Autocross #5, Summit Point – Washington Circuit, Summit Point, WV

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

VIRGINIA

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

MARYLAND

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

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POTOMAC PROGRAM HIGHLIGHTS

CONCOURS



Polished, pampered PCA Potomac Porsches were prolific.

41ST DEUTSCHE MARQUE CONCOURS D'ELEGANCE

STORY BY **PAUL VESSELS**

PHOTOS BY **PAUL, TED HOVIS, STEVE GRUMBACH AND KEVIN ROLDAN**

On a dark desert highway, cool wind in my hair—oh wait—on a dark rainy highway, wipers flying through the air is the correct tune as I head south on I-95 to Occoquan Regional Park for our Annual Deutsche Marque Concours d'Elegance.

This year's event was fraught with challenges. Motorsport Registration delivered the first challenge roughly a week and a half out. Those who had registered last year and attempted to do so for this year's event received a message stating they were already registered. This created a lot of confusion for them, and for me as the emails began to come in. When I check registration, the system showed 62 Participants

registered for the event... wow, concours is growing, huh? Not so fast. We figured it out, and while tech support (really?) helped with a workaround, we decided to offer limited on-site registration for the day, given that some could not register at all. Our next challenge was the rain. It was a monsoon at 6:30 am as I headed south with a car full of awards and other necessities, and that dreaded feeling that "no one is going to show up!" With our last challenge being the availability of a PCA tent to host registration... oh well, I guess the registrants and judges will have to find us under the pavilion. Oh, and did I mention the rain?



The cockpit of Ken Georgi's 1964 356 SC.



Undeterred by morning rain and wet Fairfax County roads, Michael Copperthite piloted his vintage 356 to the show. Fortunately, while the overcast clouds looked threatening, at showtime the weather improved throughout the day, and we stayed dry.



Dom Falco's 1980 911SC Mocha Brown widebody Targa took Second Place in the People's Choice awards.

Around 7:30 am, slowly, one by one, cars began to arrive. First, there is a Mercedes, then two BMWs, and oh, wait, a Porsche is coming in! The 356s began to arrive, re: "Gathering of the Faithful"; these guys were troopers, and then 911s and more began to arrive as the rain began to slow. By 10:00 am, the rain had stopped and the clouds were burning off as more cars of each marque began to enter the field. My phone rang with questions asking if the show is still going on – the answer is always the same, Rain or Shine! Sometimes we get both, sometimes one or another.



Larry Frazier's 1965 Caribbean Blue 356C Cabriolet took 2nd place in class.



DV photographer Ted Hovis went to take pictures and came home with a First Place award in the Current 911 category for his 2016 991 GTS Targa.



Evan Regan-Lavine, with his 2021 718 Spyder, received the First Place award in the Boxster/Cayman category.



Dan Williams, here with his 2022 C4 GTS, took Second Place in the Current 911 category.

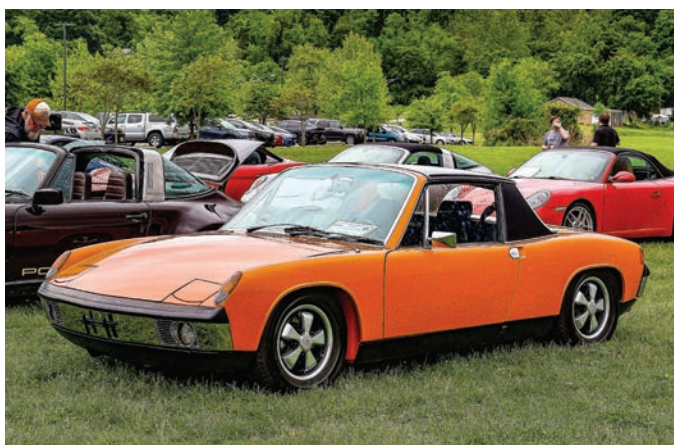


Darren Gorman's 2011 911 Cab took First Place in the Modern 911 category.

As my head judge, Steve MacKellar, and I began the art of shuffling classes, it was awesome to see the faithful begin to cheerfully prep their cars for judging, and help others who had come to participate, but were a little less prepared for a re-clean. Volunteers, Pete Russell and Larry Frazier helped move cars around the field and into position by group or model similarity. This wet beginning had the makings to turn into a beautiful day and a wonderful display of German hardware. Mercedes outpaced both BMW and us this year with the number of cars on the field, and I believe BMW had fewer than Porsche. All the participants had a great

time, and I would like to thank everyone for being steadfast despite a rainy start. Also, a big thank you to our judges, Paul Johnston, Spencer from Schebish Brothers Automotive, and several others who attended our Concours Judging and Prep workshop last month. All in all, it turned out to be a great day and a very cool concours experience.

For those who couldn't make it out to this Concours, don't forget the upcoming Concours event at Creeks Edge Winery on June 8th. DV



Tony Connor's 1970 914-6 took First Place in the People's Choice awards.



Michael Copperthite with his 1953 356 Pre-A. He placed 3rd in the 356 class and received the Most Significant Porsche Award.



Everyone enjoyed the show!

2025 DEUTSCHE MARQUE CONCOURS RESULTS

356 ALL YEARS

- 1st Place: Ken Georgi, 1964 356 SC (Slate Gray)
- 2nd Place: Larry Frazier, 1965 356 C (Caribbean Blue)
- 3rd Place: Mike Copperthite, 1953 356 Pre-A (Lt-Grey)

EARLY AIR-COOLED

- 1st Place: Brian Hart, 1965 912 (Dolphin Grey)

914

- 1st Place: Tony Connor, 1970 914-6 (Orange)

MID AIR-COOLED

- 1st Place: Dom Falco, 1980 911SC Widebody Targa (Mocha)

MODERN 911

- 1st Place: Darren Gorman, 2011 997.2 Cab (Guards Red)
- 2nd Place: Dave Rubin, 2009 911 Turbo (Meteor Grey)

CURRENT 911

- 1st Place: Ted Hovis, 2016 991 GTS Targa (Silver)
- 2nd Place: Dan Williams, 2022 C4 GTS (Dk Blue Met)

BOXSTER/CAYMAN

- 1st Place: Evan Regan-Lavine, 2021 718 Spyder (Red)
- 2nd Place: David Fairste, 2008 Cayman S (Silver)
- 3rd Place: Kevin Roldan, 2015 Cayman (Silver & Pink Pig)

MODERN PRODUCTION

- 1st Place: Zena Sidhu, 2023 MaCan (Ruby)

PEOPLE'S CHOICE

- 1st Place: Tony Connor, 1970 914-6 (Orange)
- 2nd Place: Dom Falco, 1980 911SC Widebody Targa (Mocha)
- 3rd Place: Kevin Roldan, 2015 Cayman (Silver & Pink Pig)

MOST SIGNIFICANT PORSCHE AWARD

- Mike Copperthite, 1953 356 Pre-A (Lt-Grey)

POTOMAC PROGRAM HIGHLIGHTS



Ken Georgi (left), an unknown admirer, and Michael Copperthite discuss Ken's Slate Gray 1964 356 SC. Ken would later take First Place in the 356 class.



Kevin Roldan's 2015 silver and Pink Pig Cayman took Third Place in the People's Choice awards.



Members of the Greater Washington Section of the Mercedes-Benz Club of America (MBCA) also brought out a variety of timeless classics.



The National Capitol Chapter of the BMW Car Club of America made a strong showing.



A late 1950's BMW 600 microcar, an evolution of the Isetta, came bearing an appropriate license plate.



A vintage 1970's Mercedes-Benz 250SL is always an eye catcher.

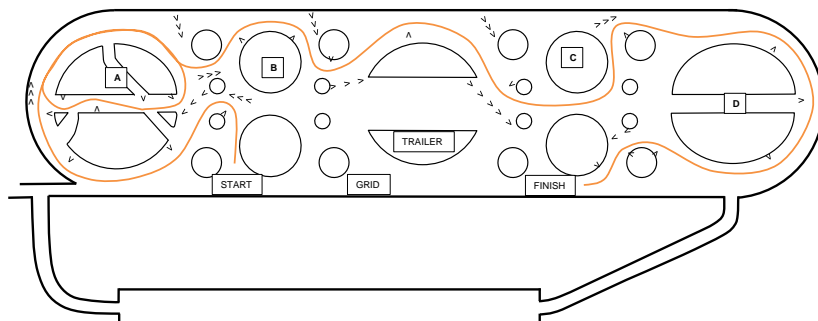
AUTOCROSS



Ken Wojcik in his 2018 911 GT3



Brandon Jones navigates the course in his 1989 944.

PCA POTOMAC **AUTOCROSS #3**STORY BY **PAUL BROCKMAN**

We finally had great weather for an autocross! Jeff designed a fun and fast course for AX3 at Summit Point on May 18th. The left turn was the first challenge after the launch. Staying close to the cones for the left-hander was the optimal line because it was the shortest distance. Now, we were accelerating entering the first skid pad, deciding when to shift to second (non-pdk of course). After three-quarters of the way around the skid pad, there was a hard right-hander into a mini slalom, bisecting the skid pad, then returning to the skid pad to re-run the final quarter before a series of rights and lefts around the grassy circles of the Washington course. The course also utilized the second skid pad, located at the opposite end of the course.

AX3 was another enjoyable event that allowed us to challenge and hone our skills. There were sections to figure out how

much speed to carry. Places to “tap” the brakes to settle the car, before returning to the throttle to navigate the next feature. I swear, it is euphoric to figure out how to navigate the course and see the timing board display an even lower time than the last lap!

We were lucky enough to have a competing Autocross event the same day, so there were slightly fewer drivers giving us all more runs! Granted, with fewer drivers, we had fewer in-car coaches, but a huge “thank you” to all the coaches who scrambled between cars to get the job done! Also, a huge thank you to all the committee members and volunteers who make these events possible.

If you have not been to an Autocross in a while, we encourage you to come out. We have five more events this year, with the next one scheduled for June 28 at Summit Point. **DV**

DRIVERS EDUCATION

SPONSORED BY OG RACING



Daniel Doman (Schattenbaum Region - Instructor) in his #742 2006 Cayman SPC leads #5 Ted King (Potomac) in his 2018 GT3 in a Black Run Group session.

PCA POTOMAC DRIVERS' EDUCATION AT THE LEGENDARY WATKINS GLEN

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

The Potomac Region's Drivers' Education (DE) Program is moving at full speed. We are fortunately approaching the apex of the season and have now completed about half of our scheduled events for the year. These included an instructor training day, one High Performance Driving Clinic (HPDC), one advanced Solo day, one Summit Point DE, and two away three-day DE events—at VIR and, most recently, Watkins Glen.

This brings us to May, which recently brought us to one of our favorite destinations: Watkins Glen International Raceway, located in the wonderful Finger Lakes area of New York.

The weekend started on Thursday when most of the 133 enthusiastic participants arrived to get their paddock spots to situate their cars for the busy weekend. The participants included students, instructors, volunteers, stewards, grid

workers, and DE Program support personnel. The check-in process included participant registration and daily car tech inspections.

Friday's expected cool (cold) and wet weather arrived on schedule and lingered much of the day, making those drivers fortunate to have a garage space feel like they had won a lottery!

But on Saturday and Sunday, the weather was glorious, matching our best Watkins Glen weather memories. The weekend was a fantastic success, and newcomers and those who make the pilgrimage every year had a great time. The driving was top notch, as were the after-the-track-goes "cold" Happy Hours Friday and Saturday evenings, where many unverified stories of the day were shared and enjoyed.



Athanasios Damis (Connecticut Valley) in #36 Prepared 2010 Cayman S, working to stay in front of John Sullivan (Potomac - Instructor) and Jeffrey Smith (Riesentoter - Instructor) in his 2016 991.1 GT3 Cup in Red Group.

If you haven't been to Watkins Glen or any of Potomac's away events, you really should consider going next year. I promise you will not regret it.

Future Potomac DE events coming up fast include Summit Point Shenandoah circuit (5/31-6/1), Pittsburgh International Raceway (6/20-6/22), PorscheFest at Summit Point (7/25-7/27), two HPDCs (for beginners), and our last DE of the year at Summit Point in October. One of the September HPDCs is open to all beginners on Saturday (9/27), but the Sunday HPDC (9/28) is reserved for women only.

All Potomac DE event registrations are handled through www.motorsportreg.com.

For more information on Potomac's DE program please contact the DE Chairs, Bob Mulligan and David Dean at dechair@pcapotomac.org. DV

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





Jorge Amato (Metro NY Region - Instructor) in the #946 Prepared 2004 996 in front of #165 Tamer Elbaga (Riesentoter) in his 1999 Boxster running in the Black run group.



Chris Rengert (Potomac White run group) is way ahead in his #67 2014 Cayman S.



Trey Harper (Potomac - Instructor Candidate) in his 981 Cayman GTS. Said Trey, "This shot perfectly captures the moment coming out of 'the Toe' (Turn 7) within the challenging Boot section at Watkins Glen – my absolute favorite track. I achieved a personal best time of 2:09.25 and had a fantastic first experience running WGI in the Black run group with PCA. The freedom to pass anywhere made navigating this incredible track even more exhilarating and fun!"



Nando Silva-Pinto (Potomac - Instructor) in the #958 2019 GT2RS ClubSport with pursuit by Jeffrey Smith (Riesentoter - Instructor) in the #924 2016 991.1 GT3 Cup and Ron Tilton (Potomac - Instructor Development Coordinator) in his # 891 Cayman 987i in a red run group session.



Brian Berry (Potomac) #14 2015 Cayman GTS shows the way to Ed Colet (Potomac) #10 2015 Cayman, at least for now!



Jeffrey Smith (Riesentoter Instructor) #924 2016 991.1 GT3 Cup with Kenny Kong (Potomac Instructor, Track Registrar and Potomac Secretary) #128 2019 GT3RS putting some Red Group pressure on.



David Hall's (Riesentoter) 2016 Cayman GT4 23 chases Paul Amico (Potomac Instructor) in his #12 1971 911.

DRIVERS EDUCATION



The expansive showroom at Intersport, surrounded by a bounty of tempting models, provided the perfect setting for our meeting.

PCA POTOMAC SPRING OPEN BOARD MEETING

STORY BY **STEVE GRUMBACH**

PHOTOS BY **GLENN HAVINOVSKI, STEVE GRUMBACH AND BILL SCHWINN**

Intersport Performance in Ashburn, VA, hosted our Spring Open Board meeting on Saturday, May 17th. Each member of the Board of Directors and the committee Chairs provided a quick review of upcoming 2025 activities, programs, and our current financial status. Many new members were also

in attendance as general club business and insight into the wide variety of club events were discussed, allowing all to offer input for future events and the club's direction. Everyone was also treated to a cooked-to-order omelet breakfast and a tour of the Intersport Performance shop. **DV**



Members' cars in front of Intersport Performance added to the scenery before the meeting.



Potomac President Don Mattran welcomed the membership and provided introductory remarks.



Omlettes at Intersport.



Intersport's service bay filled with a variety of Porsches.





Left page, from top: **Photo 1** Some of the more unusual Porsche Le Mans entries: the #23 original “pink pig” of 1971; the “pigs can fly” #92 class winner of 2018; and the #43 “Moby Dick” 935. **Photo 2** Timo Bernhard’s Porsche RS Spyder – a 1:18 model (rear), and an autographed 1:43 (foreground).

Left: The nearest possible miss, 1969. The #12 917LH of Elford and Attwood was leading in the 22nd hour when the gearbox casing split open. The Herrmann-Larousse 908 #64 trailed the leader at the finish by barely 100 yards in the closest Le Mans ever.

AN ENTHUSIAST’S SAVORY MODEL COLLECTION

STORY AND PHOTOS BY **JOE MINARIK**

What’s your excuse? C’mon, every Porsche enthusiast has a few mini-icons – from T-shirts to key fobs, even model cars – lying around. For some of us, though, it goes over the top. Perhaps you can relate.

My father seeded my passion for models. He built real airplanes during World War II (after his draft-physical physician burst out laughing that he had never seen such flat feet). When I started reacting to aircraft, the craftsman in my father responded with a few plastic model kits. He built, and I watched. When I soon tried my hand, I had far too little patience, but that came later.

The realization of my Porsche passion, in my late 30s, coincided with the arrival on our shores of precision plastic kits, plus enough maturity on my part to work carefully. The problem was the paint’s natural attraction to dust, plus the fragility of plastic shaped to small precision parts (think suspension arms). But then came the pre-built die-cast metal model cars. What I could not afford in full size, I bought in 1:18 (or 1:43 if necessary) scale – plus absolutely any Porsche I could find in Matchbox size.



Porsche's "Kings of the Nürburgring:" the #2 956 lap record holder at 6:11.13 in 1983, driven by Stefan Belloff (model in supersized 1:12 scale); and the #1 919, driven by Timo Bernhard to a 5:19.6 lap in 2018.

My first purchases were scattershot – whatever Porsche became available at a reasonable price. But with greater availability came selectivity. It started with models of the Porsches I owned; a 944 Turbo appeared. That branch of the collection is now capped by a 2016 Cayman GT4 that by blessed coincidence precisely matches my current track-day car – the color, the wheels, even the seats.

I had the very good fortune in 2007 to meet and spend time with Timo Bernhard. So the collection now includes every available car that Timo drove – his winners from Daytona, the Nürburgring, and Sebring (the RS Spyder that he was driving when we first met, autographed) – plus several 911s recently campaigned by Team Bernhard 75, which he founded upon his retirement from driving in 2019. The prize of that last group is the car that achieved the team's first victory in the headline DTM series.

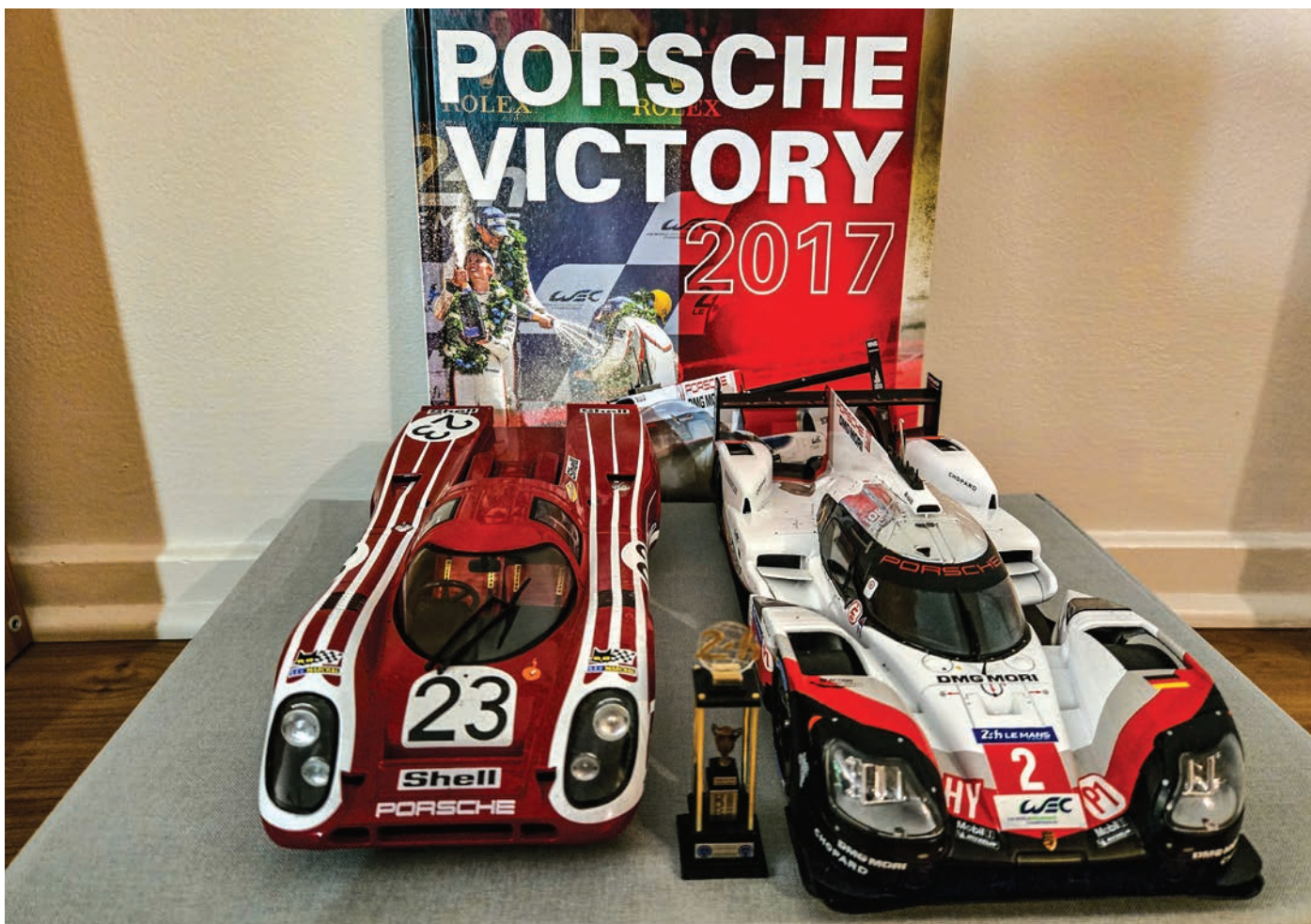
But very early on, the Timo collection started me down the track at Le Mans. As I reorganized the display months ago, I realized I was close to a complete set of Porsche Le Mans overall winners (plus the iconic 1951 356 SL class winner – the first Porsche to compete at the 24 Hours). So I went hunting, including the pre-owned market, and sealed the

deal. To accompany the overall winners, I have the "hippy" car of 1970, the "pink pig" of 1971, the most successful 1969 917 with that year's 908 runner-up, the "Moby Dick" 935, and the 911 class winner of 2018 (I was lucky enough to be there).

And no Timo collection would be complete without the 919 Tribute car in which he demolished the all-time track record at the Nürburgring Nordschleife. When that model was first issued, further search uncovered a magnificent 1:12 scale model of the Porsche 956 in which Stefan Belloff, one of Timo's heroes, had set the previous record 35 years earlier. Those two sit together in a place of honor.

Oh, some other Porsches, notably the Dan Gurney 804 that achieved Porsche's only Formula One World Championship victory at Rouen in 1962, and the 1985 McLaren TAG-Porsche world champion driven by Alain Prost. And other cars – the Gurney Eagle that won at Spa, the 1961 Phil Hill Monza Ferrari 156 "Sharknose," the 1957 Juan Manuel Fangio Maserati 250F winner at the Nürburgring, a Bernd Rosemeyer Auto Union...

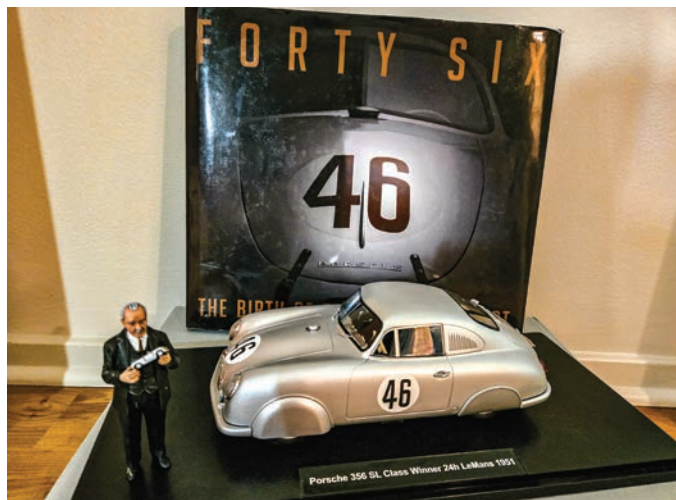
Half a dozen years ago, before retirement and the pandemic, I used my office as a satellite home for part of my model car collection. My then-boss once observed that I clearly needed more toys... DV



First and last (er, "most recent") Porsche Le Mans overall winners – the 1970 917K, and the 2017 919.



Timo Bernhard bookends: Left, the #23 Alex Job American Le Mans car which Timo drove in the one-off race held at RFK Stadium in Washington, D.C. in 2002 (the author attended but had not yet met Timo); right, the #22 Team Bernhard 75 entry in the DTM championship that scored the team's first win at the Norisring in 2022.



The iconic Porsche 356 SL, "Number 46," that made Porsche's name with a class win in the first appearance of the marque at the 24 Hours of Le Mans.

MY FIRST PORSCHE

Recently, we asked our members to recall stories of their early ownership experiences. What each told us was wonderful!



OH, MY! LET'S GET READY TO CRUMBLE

DR. JOHN KLISH, 356B

My first Porsche was a 1962 356B Super 90 Cabriolet. It sounds impressive until you look at the picture. I bought it in the summer of 1969, just before my second year of dental school. The reaction of my then-girlfriend, standing

in the background, says it all. The 356 was rusty and beat up, but driving it was incredibly fun! I've had consecutive Porsches ever since.



WAIT. WHAT?

GLENN HAVINOVSKI, 2008 CAYMAN

My first Porsche was a brand-new 2008 987.1 Cayman—base model, 2.7L with a 5-speed manual—in Ruby Red over Sand Beige, ordered from Porsche Tysons Corner.

We got used to perplexed stares when driving through small towns. “What is that?” was a common gas station question. Once, a distinguished gentleman with a flawless black C2 Corvette at the next pump professed his admiration for the car.

Thanks to its front and rear cargo space, I often used the Cayman for tasks that would seem unusual for a sports car. I’d arrive at hotel conferences with folding booth equipment in the back and a box of brochures in the front. When I popped the frunk, valets would ask, “Well, where’s the engine?”

One night, dressed in formalwear, we pulled into the Reagan International Building garage for a holiday reception. Under the entrance driveway was a trench where government inspectors examined the car’s underside with a large mirror on a stick. Like other modern Porsches, the chassis was covered in plastic panels. They asked me to open the engine compartment, and I had to explain that I hadn’t brought my Torx screwdrivers to remove the panel behind the seats. Eventually, they gave up after one agent muttered, “Nothing to see here,” and the supervisor said, “Have a nice night!”



THE FLYING HAWAIIAN

JIM HENRY, 1972 911T

It was 1975. I was a 28-year-old U.S. Army Captain stationed in Hawaii. One day, a Warrant Officer rolled into our unit driving an Irish Green '69 911T. I had a Fiat 124 Spyder, but after seeing that 911, I knew I had to trade up.



Just before I left Hawaii, one of my NCOs made me a parting gift: a unique plaque featuring two of my favorite machines. A model Huey helicopter cleverly fused with a 911, painted in our VIP livery.

After some searching, I found my first Porsche: a 1972 Alpine White 911T practically calling my name. My then-wife thought I was crazy for spending \$9,500 on a used car. (As an aside: parked next to it was a Ferrari Dino 246 GTS I could've had for \$13,000. Ain't hindsight grand?)

Not long after, the car dropped a chain tensioner, which destroyed the valves and damaged the pistons. I had the engine rebuilt as close as possible to Carrera RS specs: 2.7L, 10.5:1 pistons, Nikasil cylinders, peaky 911E cams, and a fuel injection pump tuned to match.

It was super quick—but lacked the suspension and brakes to match the power. Still, it was a blast to drive.

I shipped the Porsche to the West Coast, planning to drive it cross-country to my next assignment at Fort Dix, New Jersey.

With my shoebox-sized FuzzBuster radar detector perched on the dash, I made the trip in record time—with no tickets! I drove the car for three more years in New Jersey before selling it ahead of another overseas tour.



MY FIRST LOVE

MICHAEL HUNTER, 2002 BOXSTER

I was so excited to purchase my first—and only—Porsche back in 2002. I could hardly believe it... I was actually buying a Porsche, my childhood dream car. I had customized my first love, so I had to wait four to five months to take delivery. I tracked the car every day on the shipment portal—until one terrible day.

As I was watching TV, I saw news of a cargo ship sinking into the ocean—one of the largest and most expensive shipping incidents in history. The vessel was carrying Porsches and

other luxury cars bound for the Baltimore Inner Harbor. I panicked and immediately called my Porsche dealership to check on the status of my car.

It took 48 agonizing hours to get a response—the longest wait of my young life. Then, finally, I got the call. The sweetest words I've ever heard: "Congrats, your new Porsche Boxster convertible is at the dealership. Come on down to see her."

Yes!



DADDY, I WANT A...

BILL LIBERTI, 2013 BOXSTER

Several years ago, I was stuck in traffic in Warrenton, VA, with my then 23-year-old daughter. Since it was nearly 80 degrees that day, we were driving through the Virginia countryside with the top down in the Boxster. A large pickup with a horse trailer pulled up next to us. The woman driving the truck said, "Nice car. Want to trade it for my horse? It's a really nice horse."

I replied, "I'm sure it is, but I'll keep the car."

As we drove off, my daughter said, "After all these years of me asking for a pony, this was your chance—and you blew it!"

She laughed and added that she'd rather have the Boxster someday. **DV**

MY FIRST PORSCHE STORIES

We're pleased to share with you these fond recollections from several members and their experiences after they acquired their first Porsche. Look for yet more in future editions of DV. Should you have a story to tell, send it along with a photo of you and/or the car (if you have it) to Steve Grumbach at dveditor@pcapotomac.org



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**APRIL
2025**



NEW POTOMACANS

APRIL 2025

JOSEPH BONANNI

2003 911 Carrera
from Washington

JUNIOR BOTTINI

1990 911 Carrera 2
from Haymarket

JEFF BOYLE

2025 Panamera 4 E-Hybrid
from Hamilton

RYAN BROWN

2010 911 Carrera
from Middletown

WILLIAM FARR

2016 Cayman GT4
from Brambleton

JOEL FULLER

2004 911 40th Anniversary
from Washington

AARON GROSS

1978 911 SC
from The Plains

JEFFREY HO

2003 Boxster
from Springfield

M.A. JAFARI

2007 Boxster S
from Sterling

BRIAN JAIN

1978 911 SC Targa
from Washington

JOE KEENAN

2014 911 GT3
from Stephens City

MICHAEL LENTZ

2020 Taycan 4S
from Silver Spring

JOHN LOPATIN

2025 Cayenne Turbo GT
from Falls Church

JACK MCCREERY

2016 Cayenne GTS
from Arlington

JONATHAN MILLER

2025 Cayenne GTS
from Arlington

VICTOR GLENN ORION

2015 Cayman GTS
from Silver Spring

VADIM OVCHINNIKOV

2024 911 Carrera 4S Cabriolet
from Bethesda

RON PALETZKI

2024 Macan S
from Arlington

JOSEPH PURSEL

2017 911 Carrera GTS Cabriolet
from Derwood

MAURICE RAND

2020 718 Boxster T
from North Potomac

TIMOTHY ROBINSON

1987 911 Carrera
from Stafford

KARL SEWICK

1999 911 Carrera Cabriolet
from Herndon

MATTHEW SMITH

2019 911 Carrera 4S Cabriolet
from McLean

SOVICHEA SOK

2014 911 Turbo S
from Fairfax

NEW MEMBERS = 24

MEMBERS TRANSFERRING TO POTOMAC IN APRIL 2025

JESSE J. BALDWIN

2015 911 Carrera GTS
from Strasburg

NEAL CORBETT

2017 911 Carrera
from McLean

PAUL KANE

1986 911 Carrera
from Fairfax

DAVID J. ROTHKOPF

2009 911 Carrera 4S
from Potomac

WE INADVERTENTLY OMITTED
SEVERAL NEW MEMBERS WHO
JOINED ON DECEMBER 31, 2024,
AND JANUARY 31, 2025, IN PRIOR
EDITIONS. THEY ARE:

DECEMBER 31, 2024

PAUL BENISH

2022 Macan S
from Purcellville

JAMES BRYANT

2003 911 Carrera 4S
from Annandale

BROOKS MOATZ

2009 Cayenne S
from Springfield

JANUARY 31, 2025

CHRISTOPHER BALAGTAS

2022 911 Carrera S
from Fairfax

BRENT PUGH

1975 911S
from Leesburg

CHRISTIAN RADER

2018 718 Cayman GTS
from Middleburg

JOHN SHIVER

1999 911 Carrera
from Arlington

MAY
2025



PCA POTOMAC ANNIVERSARIES

MAY

5 YEARS

Aser & Diana Blanco
Ryan & Heather Morris
Mark Skosich
Duane Frist
Paul Mallarkey
Richard Rowland
Rodney Norwood
Tyler Richmond
Michael Ross & Susan Elliott
Sanford Ain
Kevin Peterson
Jason & Dylan Torrey
Gregory Kight
Darrell Tucker
Jason Adolf
David Camacho
Alan & Danny Cutler

10 YEARS

Gregory & Scott Dole
Steve Levine
Nigel Wilkinson
Jason & Katy Wheeler
William & Anja Caldwell
Bruce Gilbert
Scott Menzel
Joe Findley
Terrence Judge & Julie Boyer
Andrew Wilson & Janet Wilson
Garrett Chang
Curtis Glover & Abbie Sweat

15 YEARS

Lloyd Stiegman & Susan Ryan
David & Kathleen Larson
Carrie & Lawrence Albee
Sven Dharmani & Aya Okajima
Salim Khouri
Brian & Nancy Amiss
Dean & Alice L. Turner
William & Katherine Meyer

20 YEARS

Greg Jilek & Hilary Ginter
Darren & Wendy McMahon

25 YEARS

Michael & Miguel Spraggins
Kathryn Turner &
Kenyatta Jenkins

30 YEARS

Robert Hofmekler
Dwayne & Shanna L. Moses

40 YEARS

Roger Bratter & MaryAnne Kirgan

50 YEARS

John & John M. Garnett



CALL FOR PORSCHE AUTOMOBILIA

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

SEND US YOUR AUTOMOBILIA

Please submit your items with your name, a brief description and high-resolution photo(s) by email to: dveditor@pcapotomac.org And watch this space!



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DER VORGÄNGER

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

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

- Travel and adventure stories with your Porsche - foreign or domestic.
- First hand accounts of attending a motorsport event in which Porsches participated.
- Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
- Interviews with owners of vintage or historically significant Porsches (or a collection).
- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Driver Education event or just an entertaining Drive & Dine.
- Your story of participating in a PCA national event, such as Treffen or Parade.
- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.
- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

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

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COMMUNITY SERVICE 2025

PorscheFest Weekend!

Volunteers Needed!

FRIDAY JULY 25TH



PCA POTOMAC CAMP PORSCHE

40 Jefferson County, West Virginia youth will be joining us at Summit Point Motorsports Park for a Friday filled with fun and activities.

NEW THIS YEAR! If you have kids/grandkids between the ages of 7 and 14, if you volunteer, they are welcome to come too! Space is limited so let us know ASAP.

Commitment is 9 am to 5 pm. If you would like to volunteer, please contact Pat Kaunitz ASAP at 410-486-1456 or pat@pcapotomac.org

Join us at the end of the day on Saturday, July 26th in Summit Point, WV

Charity Laps

at



What is a "Charity Lap" event? Bring your own vehicle, make a donation, and drive a few laps of the race track in a safe, controlled environment. No helmets, all ages, no passing, safely tucked behind a pace car.

Bringing minors? Waiver must be signed by parent or guardian.

Day of Info: Arrive by 4 pm, park your car, walk to grid to check in, sign waivers, and get instructions.

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Chairs: Kere Harper & Marcie Calcagno

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CARLISLE PORSCHE ONLY SWAP MEET

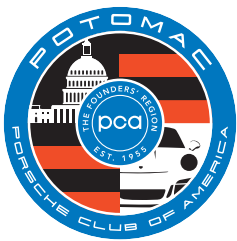
STORY AND POTOS BY **PAUL JOHNSTON**

I spotted an ad for the Porsche-only swap meet on April 27th at the Carlisle, PA, Fairgrounds, sponsored by the Central PA PCA. One of my kids spent a year at Dickinson College in Carlisle, so I knew how great the local roads are- lots of curves, elevation changes, and little traffic. With a spare Saturday morning, I set off early and spent two hours at the Fairgrounds, which had convenient Porsche-only parking in one area. There were hundreds of Porsches of all models, sizes, and colors, and lots of bench racing in the parking lot.

There were about 100 dealers in everything from rusty nuts and bolts to complete, running cars to a fancy Griot's double tent with every imaginable cleaning, polishing, and coating product. More dealers dribbled in during the morning, which was cloudy with one brief drizzle. I got there at opening, but next year I'll go a bit later to see more dealers. DV

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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