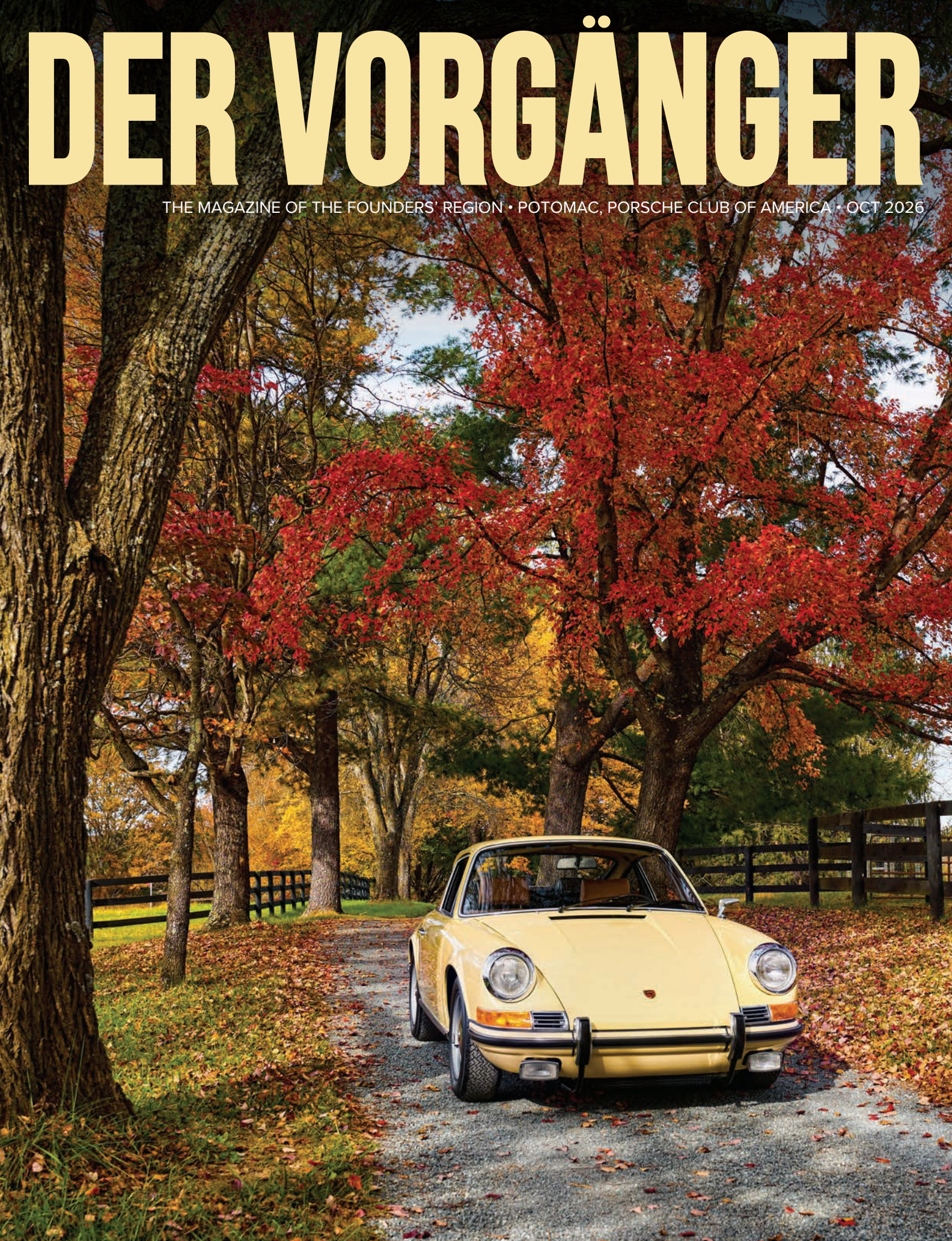
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10.26 VOLUME 72 NO.8

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Articles, photos, letters and other contributions to **DER VORGÄNGER** should be sent to the editor by the 1st of the month preceding the month of publication, to **dveditor@pcapotomac.org**. Please send digital images in their original sizes.

For questions about advertising rates and placement in **DER VORGÄNGER**, please contact Alan French at **advertising@pcapotomac.org**

DER VORGÄNGER

(ISSN 0199-0667) is published monthly by The Founders' Region, Potomac, Porsche Club of America at 4196 Merchant Plaza #223, Woodbridge, VA 22192. Periodicals postage paid at Winchester, VA, and additional mailing offices. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are $56 (which includes your subscription to Der Vorgänger). Postmaster: Send address changes to Der Vorgänger, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD, 20814. Statements appearing in Der Vorgänger are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion.

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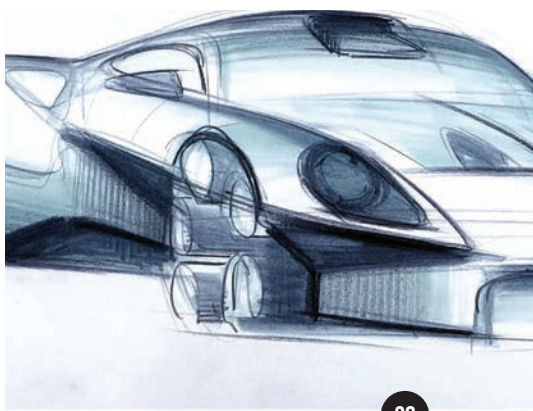
Michael DiAndrea's iconic Ivory 1972 911 T framed by the rich, warm tones of the autumn foliage at Rock Cliff Farm in Middleburg, VA. Story on page 18. Photos by Ken Marks.



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THE EDITOR'S COLUMN

Out and about.



Jason Aldag
Co-Editor

There's a little bit of everything in this month's issue, including a couple of reminders that PCA Potomac is no stranger to navigating twists and turns.

After years away, Rally is back. Check out our chapter president Don Mattran's column right next to this one for a sneak peek at the first Rally in several years. Thanks to a few determined volunteers, members once again had the opportunity to test their navigation skills on some terrific roads around Northern Virginia.

Meanwhile, our autocross program wrapped up its run at Summit Point's Washington Circuit, a venue that has introduced plenty of Potomac members to the joys, and occasional frustrations, of navigating a sea of cones. With access to the circuit ending, it's a bittersweet goodbye to a familiar place.

Our Drive & Dine adventures took members to Field & Main in Marshall, Virginia, and the Bavarian Inn in Shepherdstown, West Virginia, where the winding roads, good food and camaraderie were apparently accompanied by an unexpected encounter with cyclists wearing lederhosen.

We've also got some great stories about the cars, including the restoration of a 1972 911T, a journey through Nova Scotia in a GT3 and a look at Porsche's Mission S concept. Different cars, different experiences, but plenty of enthusiasm for the marque.

As the driving season winds down, it's worth remembering that the club is about more than any one road, track or event. It's the people who organize these outings, share their experiences and keep finding new ways to enjoy their cars.

And if there's something you've always wanted to try, whether it's Rally, autocross or your first Drive & Dine, maybe 2027 is the year to give it a shot. DV



PCA Potomac: The return of Rally!



Don Mattran
President

Last weekend was a momentous occasion for PCA Potomac: the return of Rally! Marianne and I were fortunate enough to participate, and I'm pleased to report that it was an unqualified success. I am also happy to report that we didn't end up in last place, even though it might be said that we tried really hard to do so.

Profuse thanks to Angel Leu and Chris Petrone for agreeing to jump in and take charge of setting up the route. The roads in the Manassas/Middleburg area are perfect for a Gimmick Rally, especially on a Sunday morning when there isn't too much traffic. Additional extreme thanks to our esteemed Veep, Alan French, for handling much of the registration and logistics.

We had an informal get-together at the end of the trek at Lost Barrel Brewery, a very cool place to hang out on a beautiful Sunday afternoon. Kudos to Alan, who has been working over the past couple of years to resurrect our Rally program. I am optimistic that we are very much on the right road to having a robust program in place next year.

Please give it a try, even if you have never participated in a Rally. I would call it a very fun challenge. Also, please consider pitching in and helping Angel and Chris with program logistics. You have all heard me say over and over that these programs involve an awful lot of time and effort to implement, but with a few additional volunteers, it makes things so much easier for everyone.

Now, for a little bit of color as to the Rally itself. We received a very easy-to-read map of the route, along with pictures of 30 "things" along the way. These "things" were signs, mailboxes, small statues, barns, gates, etc. The competition was to find them and put them in order. For instance, the first "thing" was a church window, so we put the number 1 next to its picture on the document we received.

The cars started out at 30-second intervals, and Marianne and I started pretty much last, which we thought was really smart. We figured we could drive a little slower so as not to miss any of the "things." Well, we ended up driving too slowly, taking close to three hours to complete the route instead of the two hours planned.

We also made a few of the locals a little upset as we occasionally held up traffic. We put on our flashers and pulled over now and then to let cars go by. One couple in a souped-up pickup truck didn't pass us and pulled over when we did. Finally, they pulled up next to us and yelled out the window: "Are you OK, do you need HELP??"

That's how pathetic we appeared to be, and it was very nice that the locals would offer to help what appeared to be a crippled Porsche GT4.

Congratulations to the top three finishers:

1st Place: Craig and Lara McGuiness

2nd Place: Roman and Andrea Cybyk

3rd Place: Todd and Sandy Minners

You could have knocked me over with a feather when Angel and Chris announced the winners, and that Lara and Craig had a perfect score. They recognized all 30 "things" in the correct order! If I knew the competition was going to be that tough, I might have stayed home and watched the Ravens! DV



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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

DECEMBER

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

12 Social: PCA Potomac Holiday Party & Toys For Tots, My Home Thai Bistro, Falls Church, VA

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

JANUARY

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

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

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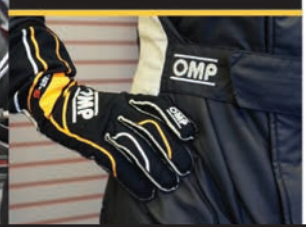
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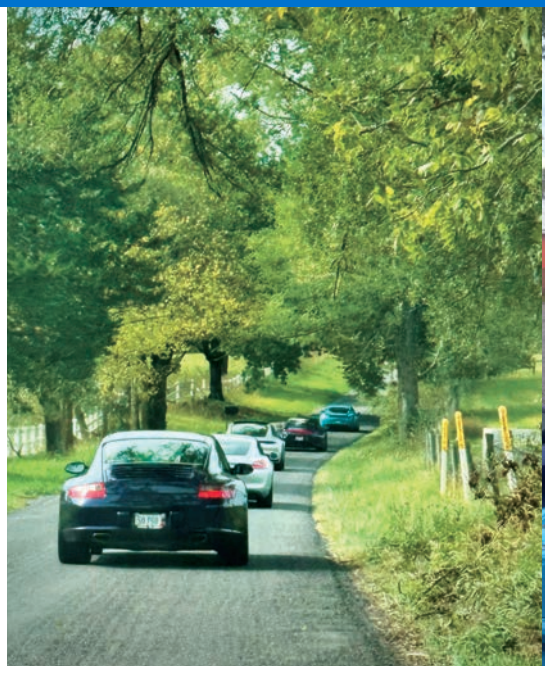
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POTOMAC PROGRAM HIGHLIGHTS

DRIVE & DINE



Group One carving their way through the country roads. Photo by Lena Braun.



Cars settle in at Field & Main. Photo by Luke Popovich.

FROM A GARAGE TO A RESTAURANT
THE FIELD & MAIN DRIVE AND DINE

STORY BY **LUKE POPOVICH**

It was not an auspicious beginning for my Drive and Dine to Field & Main. Start with the gloom of an overcast morning in early October; I'm a sunny kind of guy. And because I was in Italy just the day before, jet lag threatened to make for a challenging drive. I also forgot to download the route to Field & Main. So if separated from my group, Dr. Livingstone could have found the source of the Nile before I could find the mid-morning rest stop.

Anyway, I ignored all this and drove at dawn to Sterling, VA, and D&V Auto Body Masters. There, 21 Porsches and 38 PCA members gathered for the drive to Marshall, VA. And that's where my pluck was rewarded with luck: Jackie Peters not only planned a very interesting tour of D&V's impressive garage, she even coaxed the sun from behind the clouds.



Members and their guests get a guided tour of D&V AutoBody Masters from Kevin Maharaj. Photo by Jackie Peters.



[Luke Popovich] Zach Blier and Elyssa Kaplan arrive at F&M. Photo by Luke Popovich.

D&V is a virtual hospital for ailing luxury cars, like the white Porsche 997 GTS getting its entire driver's side replaced and the deep blue Ferrari 296 GTB with its front end riddled by stones. As we learned, rising costs for luxury car repairs mirror the nosebleed increases in our own medical insurance.

D&V's CEO, Kevin Maharaj, explained the dilemma for a Porsche-certified shop like his. To keep on Porsche's good side, his garage must abide by Stuttgart's pricey repair terms. That hurts his customers' wallets. It's hard to tell owners why replacing an entire frame rail costs so much, as Porsche requires, when his technicians could weld the bracket onto the frame for far less.

The manufacturer is beginning to sympathize with frustrated customers, loosening some required repairs, he says. But Porsche's high standards continuously put him "between a rock and a hard place." So to stay on his customers' good side, he offers PCA members a much-needed discount on initial repair costs as well as a reduced labor rate.

After the D&V tour, the actual drive to Marshall might well have been anticlimactic. Mike Peters assured us it wasn't. The route he mapped out quickly woke me from Europe's time zone as we shot through twists and turns on Ferguson Road, Airmont Road, Snickersville Turnpike and the glorious tree-lined River Road.

A pale autumn sun favored a spirited drive through Fauquier and Clarke counties, with dappled sunlight just beginning to light up the rich fall colors to come. Driving three cars behind Mike's GT4, I could tell whenever a sharp curve lay ahead from the sound of his sonorous downshift. Apologies to Richard Wagner, but for me it was PCA's own Ride of the Valkyries.



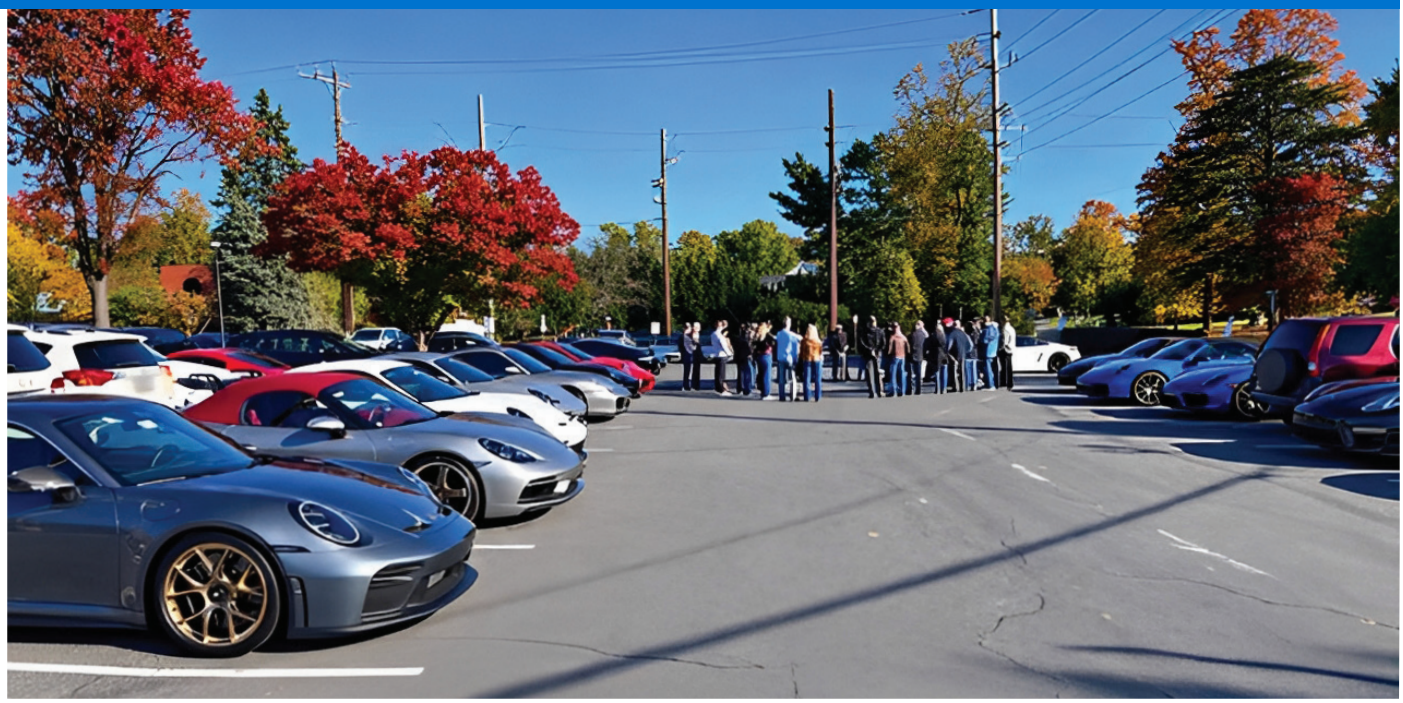
The entire venue was reserved for PCA Potomac Drive & Diners. Photo by Lena Braun.

No PCA drive is without humor, usually unintentional. On this drive, three cars took a wrong turn, eventually rejoining us but not before surprising Group 2 sweeps Ron and Libby McCall, who saw them in their rearview mirror. Oh well, we know the straightest route isn't always the most exciting.

After a brisk two-hour drive, appetites were primed for the five-course luncheon at Field & Main, a culinary gem smack on Marshall's main street. By the fourth course, the jet lag had tightened its grip on me to the point that I didn't know what I was eating. But those around me seemed to enjoy it.

As I gingerly motored back to Dupont Circle, I thought: What other club gives you the opportunity to drive sports cars on thrilling country roads led by expert drivers? It's days like these that remind me why PCA is about so much more than the cars we drive. DV

DRIVE & DINE



Driver Meeting. Photo by Lena Braun.

SCHNITZEL, HORSEPOWER & LEDERHOSEN
A DRIVE & DINE FOR THE AGES

STORY BY **KURT GALL**

Some weekends are purely about the machines. Others are defined by the geography they conquer. But then there are those rare weekends that combine winding mountain roads, spectacular autumn scenery, exceptional cuisine and enough shared laughter to keep a Porsche running long after the low-fuel light begins to glow.

Our latest Drive & Dine to the historic Bavarian Inn in Shepherdstown, West Virginia, checked all those boxes.

A FLAT-SIX SYMPHONY IN THE HILLS

The adventure began with crisp autumn air and the unmistakable rumble of flat-six engines. As we headed into the hills, the countryside was draped in crimson, gold and burnt orange. The roads twisted through the landscape as if Weissach engineers had personally laid the asphalt.

Our driving groups formed a multicolored ribbon of Stuttgart's finest winding through the mountain passes. It was a reminder of why we tolerate the costs of performance tires, insurance premiums and the delicate task of explaining to family why another set of Porsche keys is an absolute necessity.

Of course, no driving adventure is complete without a few unexpected obstacles.



Driving through the fall foliage. Photo by Lena Braun.



D&D groups came together while navigating around a group of cyclists. Photo by Lynn Cook.

Deep into one of our favorite stretches, we rounded a bend to find what appeared to be the entire cycling population of the Mid-Atlantic region. Every cyclist within a three-state radius seemed to have chosen this particular Saturday to occupy our favorite roads.

The highlight came when we spotted riders wearing actual leather lederhosen, apparently confusing a grueling hill climb with a Munich beer hall.

As we slowed to navigate the peloton, some of us wondered whether Porsche's Exclusive Manufaktur catalog might soon offer a Bicycle-Detection and Ejection Package. Fortunately, our drivers demonstrated patience and precision, avoiding what could have been the first Porsche-versus-Peloton incident in regional club history.

SCHNITZEL AND STORYTELLING

Our patience was rewarded upon arrival at the Bavarian Inn. Perched above the Potomac River, the Alpine-style retreat welcomed us with warm pretzels, schnitzel and cold German beer.

With the cars safely parked, the day's second high-performance event began: retelling the drive.

Every corner was dissected, horsepower figures debated and driving techniques analyzed. In true club fashion, we remained a remarkably modest bunch, especially while waiting for someone else to finish speaking so we could talk about our own cars.



Porsches took over the parking lot at the Bavarian Inn. Photo by Lena Braun.

As twilight settled, we strolled through historic downtown Shepherdstown before descending into the cozy Rathskeller. A local piano player provided the soundtrack as driving stories grew taller, punchlines sharper and past club adventures acquired imaginative new details.

Even when the staff announced last call, the storytelling continued. With company this good, last call seemed more like a suggestion than a deadline.

UNTIL THE NEXT APEX

For those who stayed overnight, Sunday morning brought a peaceful contrast to the previous day's mechanical symphony. Sunrise over the Potomac River, with mist drifting above the water and autumn leaves rustling in the breeze, was a reminder that our hobby is about more than driving.

Thanks to everyone who joined us, whether you led a group through the curves, shared a laugh over dinner or closed down the Rathskeller. You made the weekend unforgettable.

May your favorite roads be winding, your tires find plenty of grip and your dashboard warning lights remain strictly decorative!

See you at the next staging area. Prost! DV

COMMUNITY SERVICE



GIVING BACK AT ROCK THE SUMMIT

ROCK THE SUMMIT
35 YEARS OF CLUB RACING
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STORY BY **MARCIE CALCAGNO**

PCA Potomac's Rock the Summit Club Race was proud to once again host a silent auction benefiting the Erin Levitas Foundation, raising at least **$79,442** to support education and programs aimed at preventing sexual violence.

And there's more good news to come. A PCA Potomac member has generously donated a 1966 Porsche 911 RSR Tribute car, which will be offered for auction on Bring a Trailer. Proceeds from the sale will provide additional financial support for the foundation and its important work.

A sincere thank-you to everyone who donated auction items, placed bids or made financial contributions. Your generosity helps the Erin Levitas Foundation continue its mission of education, prevention and support, making a meaningful difference in the lives of those it serves. **DV**

EDITOR'S NOTE

As part of our continuing coverage of Rock the Summit 2026, we're pleased to recognize the 36 Club Race Benefactors whose generosity helped make this year's event possible. **We also look ahead to next year's Rock the Summit, scheduled for September 17–19, 2027, at Summit Point Motorsports Park.**

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A FOND FAREWELL TO WASHINGTON CIRCUIT

POTOMAC AUTOCROSS 8

STORY BY **MIKE TRUSTY**
PHOTOS BY **JORDON STRAIT**

The PCA Potomac Autocross program wrapped up the 2026 season on October 24 with Autocross 8 at Summit Point Motorsports Park. Nearly 60 drivers joined us for a wonderful day of competition, camaraderie, and plenty of seat time. The event also marked a bittersweet milestone: it was likely our final autocross at the Washington Circuit.

For many PCA Potomac autocross participants, Washington Circuit is a familiar and well-liked venue. The circuit has a unique combination of open pavement, grassy circles, and skid pads that provided an excellent setting for courses that reward precision, car control, and the willingness to push just a little harder on the next run. With Summit Point not renewing our access for 2027, this event was an opportunity to enjoy the venue one last time.



Peter W and his 2008 Boxster S attack the course during the season finale, one last opportunity for competitors to test their skills at Washington Circuit.



Damon L and his 2007 Cayman make their way through Washington Circuit, a track that has provided countless opportunities for Porsche owners to develop their driving skills.



Matt S and his 2013 GT3 navigate a challenging corner, where even a single displaced cone can affect the final result.



Joe B and his 2016 Boxster S uses all of Washington Circuit during PCA Potomac's final event at the venue, bringing an era of competition at Summit Point to a close.

The weather on Saturday was fantastic, and drivers were able to complete a total of eight runs. The atmosphere throughout the day reflected what makes PCA Potomac Autocross special. While the competition is real, so is the willingness of drivers to share advice, compare notes, and help one another improve.

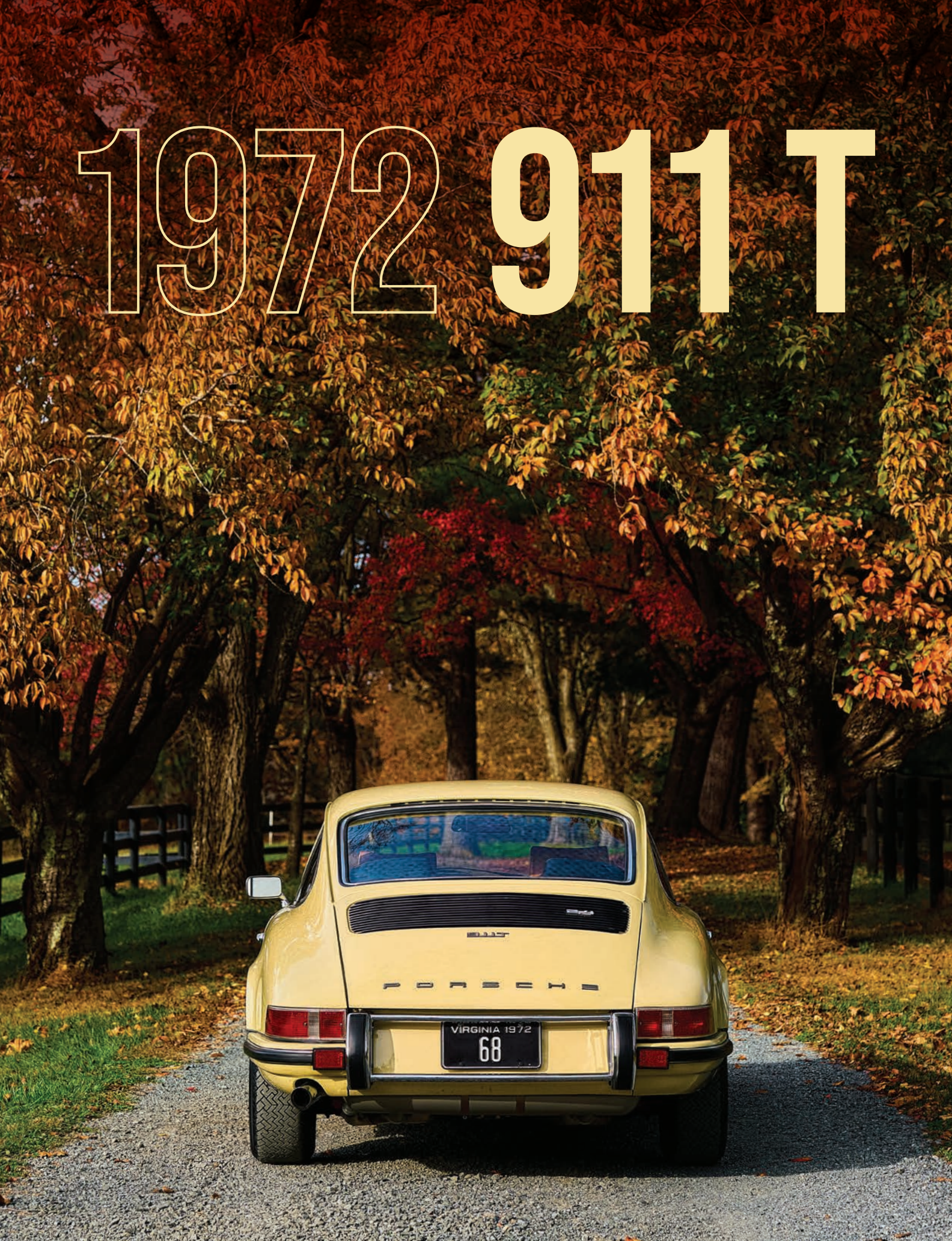
Events like this do not happen without the commitment of our committee members and volunteers. From registration and timing to course setup, safety, and the drivers working the course, everyone plays a role in making each event successful.

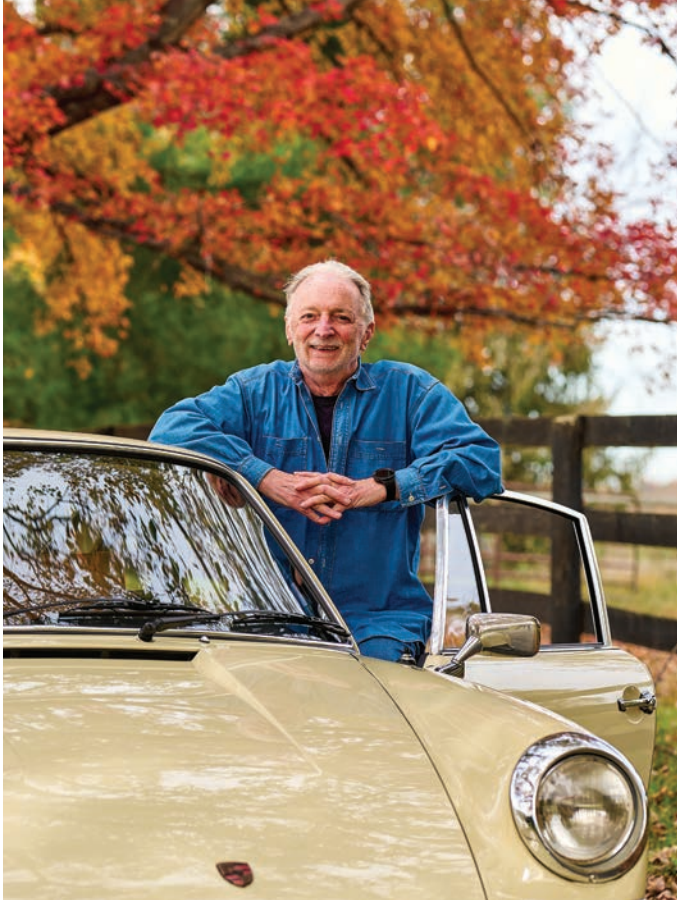
A special thanks goes to everyone who took part throughout the 2026 season, particularly those who helped introduce new drivers to autocross and supported our continuing efforts to make the program welcoming to drivers of all experience levels. My first Autocross was on Washington, and I still remember Bill Conley coaching me and my 2013 Boxster through a sea of cones. Autocross was a terrific way for me to meet people in the PCA Potomac community, and opened doors to many of the other experiences our club offers.

Although we will miss Washington Circuit, the end of the season also gives us an opportunity to reflect on what we have learned and look ahead to 2027. Our goal remains the same: provide a fun, safe, competitive, and welcoming environment where drivers can develop their driving skills and enjoy their cars.

Thank you to everyone who made the 2026 Potomac Autocross season a success. We look forward to seeing you next year—wherever the cones take us! DV

1972 911 T





Left page: I knew I wanted a black vintage Virginia plate for the car. I thought it would look great with the Ivory paint. When I found a two-digit 1972 VA plate, I had to have it. Little did I know that I would forever be explaining to others that this 911 is not a 1968!

Left: Mike with his 1972 911 T.

Below: Perfect proportions from every angle.



A QUEST FOR AN EARLY 911 REALIZED

STORY BY **MICHAEL DIANDREA**
PHOTOS BY **KEN MARKS**

THE SEARCH

My journey to find an older 911 started about 10 years ago. I constantly checked online auctions and car-for-sale ads and walked through cars and coffee events looking for "For Sale" signs on windshields. I was either finding fully restored, concours-quality cars that were out of my price range or rust buckets.

In early 2021, my luck finally changed. I was at the beach with a friend and fellow Porsche owner who mentioned that his neighbor was looking for someone to help restore his old Porsche. He asked if he could give his neighbor my name so we could discuss restoration shops. I agreed, happy to help him get started.

Soon afterward, the neighbor called and asked if I could recommend shops and get some estimates. I had been down the restoration path before with my BMW 2002tii and knew how difficult it could be to find a good shop and decide what work to do.

Several weeks later, I had lined up a few body shops and mechanical restoration specialists. When I called him with the estimates, he was shell-shocked. He had paid around $7,000 for the car and figured a restoration might cost twice that amount. Needless to say, he wasn't moving forward.

But he needed to do something with the car because he was moving permanently to his beach house and couldn't take the 911. I asked if I could come look at it and possibly buy it. He agreed, and two days later I was standing in his garage in New Jersey.

The car looked very good, except the garage floor was covered in oil. He had stopped driving it about 10 years earlier because of a bad oil leak that no one could seem to fix. I couldn't even look underneath because there was so much oil, and I hadn't brought a change of clothes.











The understated elegance of Mike's 911 T makes it a real head turner.

Left page, clockwise from top left: **Photo 1** The Ivory paintwork shows off every subtle curve of this non-flared early 911. **Photo 2** Factory installed A/C of this era included a front mounted condenser and protective bumper overriders. **Photo 3** An external oil filler was a one year only feature. **Photo 4** The unassuming factory steel wheels with chrome center caps perfectly finish this classic 911's unpretentious style.

I was happy with what I could see from above, so I decided that if I could turn the engine over with a wrench, I'd take a chance and buy it. I managed to turn it over, proving it wasn't seized, and knew right then that I wasn't leaving without that 911.

We agreed on a price, and I called a truck to pick it up. I wanted to make sure the car left with me so he wouldn't have time to change his mind. After some paperwork and transferring funds, the 911 and I were on our way to Virginia.

Since I purchased it from the original owner, the car came with all its paperwork and history, including some interesting correspondence with the Porsche factory about his dissatisfaction with the brakes, which they couldn't seem to get working to his satisfaction.

My search was complete. I was now the proud second owner of a 1972 911T.

THE RESTORATION

I had the 911 delivered directly to Dave Bergman Autowerks in Manassas. Dave drained the fluids, installed a new tank and managed to stop the oil leak with a temporary fix. After flushing everything, installing new plugs and wires, and replacing the fuel and brake lines, the car started right up.

I picked it up and drove it home. I wanted to drive it for a while before deciding how far to go with the restoration.

I started with the interior, which cleaned up very well. The seat inserts needed replacing with new Pepita material. I seem to remember Dave telling me he found a bolt of it somewhere in Ireland. In any case, I bought the material and replaced the inserts.

Next came the exterior. I washed, clay-barred, polished and waxed the car several times until it looked respectable. The original owner must have had a few fender benders because one fender was a slightly different shade from the original Ivory paint. I also had a paintless dent removal technician take care of the dings and dents.

After all that work, I was happy enough with the appearance to leave the body as it was.

Unfortunately, after several weeks of driving, the dreaded oil leak returned. It became so bad that I stopped driving the car. A longtime friend and fellow 1972 911 owner suggested I take it to Eric Wills at Wills Werks, conveniently close to where I live.

Eric examined the leak and said the only permanent solution was to tear down and rebuild the engine. I decided to do that and go ahead with a complete mechanical restoration.

I told Eric I was an “original car, as it left the factory” freak. I wanted to rebuild or refurbish existing parts whenever possible and look for new old stock (NOS) parts before considering reproductions.




BLAUPUNKT




VIRGINIA 1972
68

Left page, clockwise from top left: **Photo 1** The warm tan and pepita interior perfectly complements the exterior Ivory paintwork. **Photo 2** Instruments and controls are simple and functional, including roll up window handles. The factory A/C vents integrate perfectly under the dash. **Photo 3** The 911 T has a 2.4-liter flat-six engine with Mechanical Fuel Injection (MFI) and 130 hp. **Photo 4** The seemingly custom rear speaker boxes are on the car's original build sheet.



As the car came apart, I was tasked with cleaning, polishing and replating the factory-plated nuts, bolts, springs, washers and other hardware. I set up a small shop in my basement and began cleaning everything by hand. I bought an ultrasonic cleaner for the initial cleaning, then used a wire brush to smooth and polish the pieces before having them cadmium-plated in the correct factory color.

It took months, but we were able to reuse all the original hardware when putting the car back together.

Next was the suspension. After removing the components, I cleaned them and had them powder-coated. They came out great, and again we were able to reuse the original parts. We also removed and restored the oil tank. It probably would have been cheaper to buy a reproduction, but keeping the original was important to me.

Then came the air conditioning system. I sent the compressor out to be rebuilt and had new A/C lines and evaporators made to original specifications. Eric reinstalled everything, while I cleaned and replated the original hose clamps and supports. The fans and motors in the frunk were also repainted in their original factory colors and reused.

I kept the system running R12 refrigerant, and now I'm paying the price for that decision. But I was determined to restore the A/C because it was a factory-installed system. Had it been dealer-installed, I doubt I would have gone through the expense.

While Eric reassembled the engine, I had the engine fan shroud, valve covers and muffler refinished with Cerakote, matching the original factory colors and finishes as closely as possible. The pieces came out beautifully.

I'm very happy with how the car turned out. It runs perfectly, is safe and reliable, and I don't hesitate to take it anywhere. I don't regret deciding to restore only the mechanicals while leaving the body and interior largely original.

It's amusing that after a complete mechanical restoration, most of the hard work and expense remain invisible to onlookers. Yet simply knowing the underside of this 911T looks great and that the car is safe and reliable is the ultimate satisfaction. DV




61968

Left page from top: **Photo 1** Parked along the Cabot Trail for a quick break.
Photo 2 Thai's car in the torrential downpour.

Below: Pit stop at the Nova Scotia Welcome Centre.



How bad could 3,300 miles in carbon bucket seats be?

A BUCKET LIST ROAD TRIP
THE CABOT TRAIL, NOVA SCOTIA

STORY AND PHOTOS BY **LEO KAHNG**

Sitting outside at Tous Les Jours in Chantilly, VA, on a steamy June day drinking hot coffee, my buddy Thai Dao (fellow PCA Potomac member) and I started talking about road trips. As good friends and Porsche owners, it was a topic that came up often. As we got more serious about doing something instead of just talking about it, a question became a recurring theme.

"How bad could 3,300 miles in carbon bucket seats be?"

Thai suggested we take a road trip to Nova Scotia and drive the Cabot Trail. Since acquiring my 992.1 GT3 (the Chalk one) several months prior, I'd researched several road trip ideas, and the Cabot Trail was in the top 10. It didn't take much convincing to commit. Also, how cool would it be to drive the Cabot Trail in not one, but two GT3s?

As we planned the trip, we considered what essential gear to bring given the limited storage space. It turns out you can fit a surprising amount in the frunk and behind the front seats. We loaded up with clothes, photographic gear, tools, an air compressor, emergency jump starters, detailing sprays and tire plugging kits. We even considered removing a front seat to carry a spare wheel and tire, but decided that was a bit much. Yeah, that one was over the top.

We got the hall passes from our amazing spouses, booked our hotels and started our drive at the end of August, making our way to I-270 to escape the gravitational pull of the D.C. Metro Area before traffic became unbearable.

However, 20 miles into the trip, a big rock flew off someone's tire and struck my windshield. It sounded like someone threw a large ball bearing at it, instantly leaving an irreparable crack about a foot long. Are you kidding me? We've just started. I powered through, praying the crack wouldn't leak since I wasn't about to turn around and go home (but I did consider it).

Over the next two days, we drove through New England, crossed the Canadian border in Maine, spent a night in Saint John, New Brunswick, and continued to Cape Breton Island.

Our base of operations was Auberge Gisele's Inn in Baddeck, right on the part of the Cabot Trail that overlaps the Trans-Canada Highway Route 105. After three long days of driving, we were pretty cooked, but we walked toward the water to the Lakeside Restaurant for an incredible lobster dinner and way too much wine to celebrate our arrival. If you're ever there, I highly recommend it.










THE SLIPPERY OYSTER
LICENSED RESTAURANT



The Chowder House at Neils Harbour.

Left page, clockwise from top: **Photo 1** Dense fog on the Cabot Trail. Photo by Thai Dao. **Photo 2** The lighthouse at Peggy's Cove, Nova Scotia. **Photo 3** An amazingly fresh lobster for our first dinner on Cape Breton Island. **Photo 4** The Slippery Oyster restaurant - Sheet Harbour, Nova Scotia. **Photo 5** One of many twisty sections of the Cabot Trail.



Rock damage just 20 miles into the 3,300-mile trip.

On day four, we started early for our first loop of the Cabot Trail, and it was nothing short of amazing. The twisty sections made the driving so engaging, with a backdrop of ocean vistas, rocky cliffs, tree-covered mountains, forests and considerable elevation changes. At times, I saw my tire pressure rise by 10 psi from the demands placed on the tires.

It's almost like you're in three or four different parts of the world on a single loop. We wondered if things would look different going the opposite direction, so we set out the next day to test our hypothesis. It's a great experience either way.

If you find yourself on the Cabot Trail, check out the Chowder House in Neils Harbour. It's worth a stop for a hearty meal and is close to where whale-watching guides launch to see pods of pilot whales. You can even spot them from the restaurant with binoculars.

One thing that struck us about the Cabot Trail was the variety of weather conditions. The 185-mile loop takes about five hours, during which we experienced bright sunshine, rain, fog, temperature fluctuations and considerable wind. The scenery changes dramatically, but so do the conditions. One day, while exploring side roads near fishing villages, we were caught in a torrential downpour, like Noah's Ark material.

After looping the Cabot Trail twice, we unfortunately needed to work our way back to the DMV. We took an indirect route through mainland Nova Scotia toward Halifax and the surrounding area. The capital is interesting to explore, but there are also great attractions along the southern coast, including Peggy's Cove and the picturesque town of Lunenburg.

We stumbled upon Route 374 and drove a 56-mile stretch from New Glasgow to Sheet Harbour. The first few miles were mundane, but the cars ahead eventually peeled off, leaving us with an unobstructed road. The remaining 50-ish miles were incredible, like driving a path cut through dense forest, full of twists and turns. There were few, if any, side roads, and we wondered if anyone lived there.

If you get the chance, it's worth the drive, along with a stop at the Slippery Oyster in Sheet Harbour. You could spend weeks exploring Nova Scotia's coastal towns, but even our short visit was worth the effort.

Before leaving Nova Scotia, we had to visit Porsche Halifax. We pulled into the front lot for the required car photos and silly selfies. I'm sure we looked like a couple of dorks, and our presence didn't go unnoticed. Several staff members came out to greet us, offering kind words about our cars. They even gave us Porsche Halifax keychains!

Upon arriving home, the tripmeter recorded 3,308 miles for our 10-day trek. But it wasn't just the driving that made the trip memorable. It was exploring new places, the great seafood, the unpredictable weather, the spontaneous decisions that became fantastic experiences and meeting friendly Porsche fans. I'm most grateful to have shared it with a great friend, driving such an impressive car.

Oh, about those GT3 bucket seats...they were surprisingly comfortable and energizing despite having no reclining adjustment and rigid bolsters. The Porsche engineers obviously knew what they were doing. I was amazed that I never experienced back or knee pain after 3,300 miles in 10 days. Well done, Porsche! DV



A PRIVATE PREVIEW OF PORSCHE'S

STORY AND PHOTOS BY **KENNY KONG**

I was in the garage getting the GT3 RS ready for our final HPDE of the year when I received a phone call from Bruce Kim, General Manager at Porsche Silver Spring. Our conversation started with each of us lamenting our golf games before we switched gears to the upcoming Mission S reveal.

"What do you think the car's going to be?" he asked.

Of course, I shared my suspicions about what the car might be. As we talked some more, he said, "I have an opportunity for you to see it firsthand," and extended an invitation from Porsche Cars North America for a private preview of the new Mission S concept car in NYC. How could I say no?

THE EVENT

Although the worldwide reveal of the Mission S was just two days earlier, Porsche wanted to invite select enthusiasts for a more intimate event. Porsche engineers and designers would have an opportunity to speak with customers and gather feedback to help shape the future of the car and the brand. As a customer-facing business executive, I appreciate this kind of engagement because it helps us build better products.

The event was hosted at Sound River Studios along the Queens waterfront, against the Manhattan skyline, the same waterfront where the 550 Spyder was first unveiled "just" 73 years earlier. Of course, the reveal was accompanied by a 550 Spyder, because it just felt right.



NEW MISSION S CONCEPT

MISSION S: WHAT IS IT?

The Mission S is Porsche's new supercar concept, positioned above the mighty 911 and aimed at a market segment currently occupied by the likes of the Ferrari SF90 and Lamborghini Revuelto.

I've been a 911 fanboy since the age of 10 and gasped at the news of something dethroning my beloved 911 as Porsche's top model!

WELCOMING KEYNOTE

The event kicked off with Timo Resch, President and CEO of Porsche Cars North America, delivering welcoming remarks and providing background on the car. He encouraged attendees to share feedback with Porsche's teams to help guide the direction of the production car.

There were a few things he was able to confirm. The Mission S is not a successor to the Carrera GT or 918 Spyder, but rather an all-new production supercar. Timo shared that multiple drivetrains are being considered, but one thing is certain: the Mission S will NOT be an EV (thank God!). Porsche is open to both manual and PDK transmissions, although neither has been confirmed. I told them I'd love to see a Spyder version, too (just sayin').

Timo and I had a lengthy conversation about my journey from Porsche owner to enthusiast. He was particularly delighted to hear that my GT3 RS is a track car.

"We put a lot of engineering into a GT3 RS and it brings me great joy when owners like you actually use it for what it was intended for, motorsports!"






ON
YOUR
OWN
DRIVE
MODE


PORSCHE
Mission S



Timo Resch and I shared a lengthy conversation about my journey from Porsche owner to enthusiast. He was particularly delighted to hear that my GT3RS is a track car. "We put a lot of engineering into a GT3 RS and it brings me great joy when owners like you actually use it for what it was intended.

AUTHENTIC. CONSEQUENT. TIMELESS.

Tobias Sühlmann, Vice President Style Porsche, was appointed Porsche's design chief this past February and immediately charged with arguably one of the most pivotal projects for the brand: creating a new supercar.

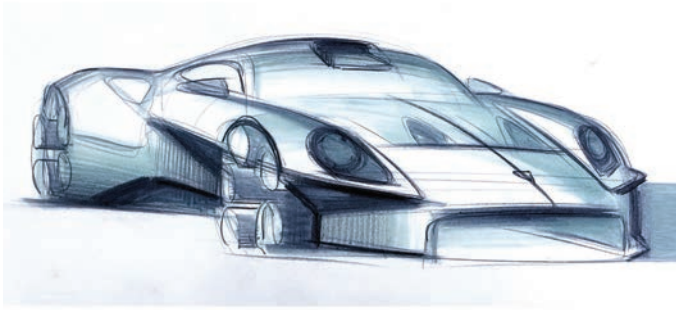
The design was built around three concepts, collectively known as "ACT": Authentic, Consequent and Timeless.

Authentic: Getting back to basics. With a focus on the essentials, Porsche wants to deliver a pure driving experience. The instrument cluster features a central analog tachometer flanked by gauges for speed, oil pressure, fuel and oil/coolant temperatures. The steering wheel has two wheels and a knob. The car has a regular key, and the headlight control is integrated around the keyhole.

Consequent: Form follows function, with no distractions. Tobias wants every design element to be minimalist, deliberate and driver-centric. No massive screen with a million icons and menus. If you want multimedia, take your iPhone and magnetically mount it to the dash. A height-adjustable manual shifter ensures the right position for maximum ergonomics. Yes, there's both a shifter and PDK paddles to demonstrate the two options.

Timeless: Porsche heritage meets modern design. A new-generation sports car that pays homage to its predecessors by distilling decades of Porsche design into a single concept. The low, wide profile and central air intake above the windshield pay tribute to the Porsche 911 GT1.

Left page, clockwise from top left: **Photo 1** The engine cover contains a radiator fan reminiscent of the iconic 917 race car. **Photo 2** The gauge has a center (analog!) tach flanked by speedometer, oil pressure, speed, fuel and oil/coolant temperature gauges. **Photo 3** The Carrera GT's deployable wing makes a comeback. **Photo 4** The headlights are distinctly 911 with the LED lightbar from the 991 generation making an appearance.



The design went from sketch to supercar prototype in just 6 months; incredible.

WHAT ABOUT THE 911?

There are a lot of hurt feelings over the announcement that the Mission S will sit above the 911, signaling the end of its reign atop Porsche's model lineup.

"The 911 will no longer be the de facto Porsche." But is that true?

Is Michael Jordan any less of a player than an 18-year-old rookie named Kobe Bryant? The 911 has been continuously refined for the last 63 years and is currently in its eighth generation. Michael Jordan was on his second three-peat when Kobe joined the NBA. Similarly, the Mission S's rookie year will likely come during the 911's ninth generation. Catch my drift?

The Porsche 911 is one of the most successful race cars ever made, and as long as Porsche continues to compete at Le Mans and on the world stage, the 911 will always be the de facto Porsche sports car.

Because it has something the Mission S doesn't have: history.

FINAL THOUGHTS

I must admit, when the car was first announced, I was intrigued but skeptical, especially given the recent "Sportwagenschmiede '35" announcement, which outlined a plan to make the brand even more exclusive by raising prices significantly.

After seeing the car, I'd be lying if I said I didn't want one in my garage (next to my 911, of course).

Many details have yet to be ironed out, but I appreciate Tobias's "ACT" design philosophy. It's a back-to-basics approach that focuses on the driving experience in a form that crystallizes more than 60 years of Porsche design.

What is the Mission S? It's Porsche's player for the new generation. DV

OCTOBER 2026

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CALL FOR PORSCHE AUTOMOBILIA

We're looking to feature Potomacans' 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 to 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!

SEPTEMBER 2026

NEW POTOMACANS

SEPTEMBER

LANCE AHN
2026 911 Carrera T
from Leesburg

ALI ALHOSANI
2018 Panamera Turbo Sport Turismo
from Arlington

JOHN BUCKLEY
2026 Macan T
from Purcellville

BENJAMIN CASSIDY
2016 911 Carrera
from Alexandria

EDWARD CORROTHERS
2024 911 Targa 4 GTS
from Upper Marlboro

THOMAS FORCK
2026 911 Turbo S
from Woodbridge

JAMES GARDNER
2019 911 Turbo S
from Sterling

AARON GEORGELAS
2025 911 GT3 RS
from Vienna

VIMAL GUPTA
2025 718 Boxster S
from Herndon

ERICH HALEY
2022 911 Carrera GTS Cabriolet
from McLean

CHRISTOPHER HAMILTON
2008 911 Carrera 4S Cabriolet
from Mason Neck

OSCAR HAU
from Leesburg

PHILLIP HAYDEN
2016 911 Carrera
from Alexandria

JOE KESSLER
1987 911 Carrera Cabriolet
from Bethesda

SHER KHAN
2024 911 GT3 RS
from Ashburn

LAURA LAMBERT
2015 Cayman GTS
from Washington

BG LEE
2014 911 Carrera 4S Cabriolet
from Leesburg

GIL LOPEZ
2019 718 Boxster GTS
from Sterling

ASHLEY LUKE
2016 911 Carrera
from Washington

ALEXANDER MARLEY
2002 911 Carrera 4S
from Solomons

JOHN MASIYOWSKI
2017 718 Cayman
from Herndon

BRIAN MAUL
2018 718 Boxster GTS
from Frederick

KABIR MEHTA
2015 911 GT3
from Washington

BEN MICHELSON
2018 911 Carrera Cabriolet
from Chantilly

JONATHAN MISSNER
2023 Macan
from Potomac

BRIAN NGUYEN
2021 911 Turbo S Cabriolet
from Great Falls

GARY NOLAN
2023 718 Cayman GTS 4.0
from Silver Spring

CHAD NYCE
2025 911 Carrera GTS
from Ashburn

NICHOLAS PAPADEMETRIOU
2012 911 Carrera GTS
from Washington

VINCENT SALGADO
1987 911 Carrera
from Washington

MARK TILMES
2026 Macan 4S (EV)
from Vienna

JOHN TOUFANIAN
2026 911 Carrera S
from Bethesda

MARIO TOVAR
2019 Panamera GTS
from Bethesda

ALPER UCAK
2024 Macan
from Potomac

CHRIS ULRICH
2002 911 Carrera
from Manassas

BENJAMIN WILLIAMS
2006 911 Carrera 4S
from Washington

JONATHAN WINBORNE
2008 Cayman S
from Rockville

NEW MEMBERS = 37

MEMBERS TRANSFERRING TO POTOMAC IN AUGUST 2026

DANIEL GIZINSKI
2023 718 Spyder
from McLean

VALERIE MORITZ
2018 Macan
from Triangle

IVAN HURD
2006 911 Carrera S Cabriolet
from Manassas Park

PHILIP ANTHONY WEST
1988 911 Turbo Cabriolet
from Accokeek

ALEX BIRNBAUM
2002 911 Carrera
from Washington

NELSON I. GONZALEZ
2014 911 Carrera 4S
from Sterling

TIMOTHY BENSON
2024 911 Carrera
from Alexandria

SARAH C. DULL
2021 911 Carrera
from Arlington

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OCTOBER 2026

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OCTOBER

5 YEARS

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Kaveh Abtahi
Lillian Heizer

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45 YEARS

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55 YEARS

John & Richard Altmann







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

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

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MEMBER'S FOTO CORNER



Alex Formwalt channels his inner Jedi at Katie's Cars and Coffee in Great Falls on Halloween while showing off his 997 Turbo with pumpkin-colored trim. Photo by Ted Hovis.

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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