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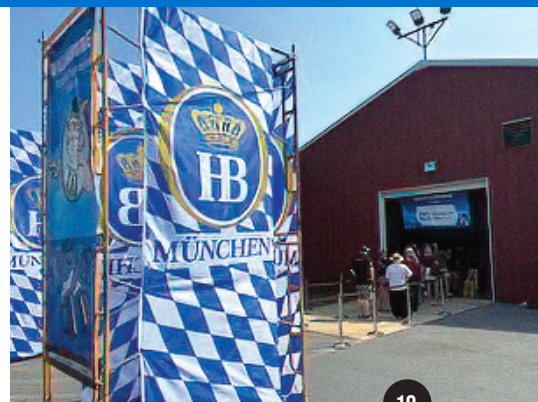
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INSIDE BACK COVER

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FRONT COVER PHOTO

1995 993 Carrera Cabrio at dawn. I had the undivided attention of several U.S. Capital Police vehicles but they let me take a few shots right up front once they realized I wasn't a threat. Photo by Ted Hovis.



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BACK COVER PHOTO

Wyatt Isabel in his 1977 911S at this year's Rock the Summit Club Race in Summit Point, West Virginia (story on page 14). Photo by Bob Helton.

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2001 911 Turbo, 1985 928 S, 2015 Macan S

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These cars, they call to me.



Jason Aldag
Co-Editor

What better way to spend a weekend than at the track? At this year's Rock the Summit, I was up close and personal, close enough to feel the horsepower in my chest and make sure my toes didn't get run over.

Last year I was a spectator, gathering photos, interviews, and color for this publication. But this year, I wanted to be involved. I signed up to volunteer and landed on the grid with Grid Master Kenny Kong and his team. It was a blast.

Decked out in white pants, white button-down, lanyard, headset, and yellow gloves, I felt official, even if I was a rookie.

As the grid gatekeeper, I met the race cars as they rumbled out of the paddock; slow, deliberate, pulsating. Primed to rip loose from the grid and roar down the track.

With the race sheet in my left hand, face-to-face with these fire-breathers, I clicked my headset on:

"Car 145, P10; car 708, P3."

As I rattled off car numbers and positions, I'd hear a muted tick as someone keyed up in response.

"Roger. Car One. Four. Five... P10."

Maybe that was Mike. Or was it Dan?

"Car seven-oh-eight, P3, confirmed."

That one was definitely Wendy.

I'd only met my grid mates an hour earlier, ten of us stretched from the gate to the tower, but by the time the cars rolled through for the Blue Sprint around 11 a.m., I could pretty much tell who was who.

As the cars rolled down the grid, the rest of the team guided them into place, checked harnesses, and looked out for leaks.

Even if I wasn't behind the wheel, I loved being around these machines and being part of the race. I get the sense many of our members feel the same way. They're people who just love these cars, whether that means working on them, photographing them, or simply being near them.

I got that sense from John MacPherson, who wrote about his Porsche journey and the restoration of a 944 Turbo. He and his wife did an amazing job, especially with the paint treatment they chose. I loved it.

And David Gardner shared his passion for classic 911s and his experience setting up his own repair shop. Since moving east from the Rockies, he's rediscovered his love of wrenching. Read his story and see if you don't take him up on his offer.

Don't miss the Rock the Summit recap by Club Race Chair Allie Conley and her husband, Bill.



Allie and her co-chair, Glenn Wolthuis, were firing on all cylinders to make the weekend amazing, alongside so many dedicated volunteers.

There is something about these cars, and this club, that gets us out of bed in the morning. Whether it's a Sunday drive, an oil change in the garage, or thundering out of Summit Point's Turn 10 to go flat-out down the front straight.

As one of my grid mates drawled over his headset, just as dozens of engines roared to life: There's nothing like the smell of race fuel in the morning. **DV**

A highly successful Club Race, thanks to you.

Another PCA Potomac Club Race is in the books! It was highly successful: our racers had a ton of fun, and we raised \$70,000 for the Erin Levitas Foundation, a fantastic organization providing education to help prevent sexual abuse. There are so many volunteers and sponsors to recognize and thank. Let me start with Allie Conley, Club Race Chair, and Glenn Wolthuis, Club Race Co-Chair. The logistics necessary to pull off an event with so many moving parts are daunting, to say the least. Allie and Glenn, along with Volunteer Coordinator Lauren Tilton, rallied an amazing group of more than 100 volunteers. I believe all our racers realize this race cannot happen without the enthusiastic commitment of these outstanding volunteers.

As with any event of this size and complexity, sponsors are also essential to ensuring success. Please see the article later in this publication for more detailed information about our sponsors. We had almost 40 generous sponsors, many of whom have supported our race for years.

We also welcomed several new sponsors, and I hope you will all read the article and consider supporting these businesses in return.

We also appealed to our members to consider becoming Club Race Benefactors. I was blown away by the response—more than 35 members made generous donations, allowing us to put on the kind of race our participants have come to expect. (Racers have many choices about where and when they compete, and this year they chose to be with us!) These members were supporting their Club and our shared commitment to motorsports. Profuse thanks to everyone who responded to our call for help. Again, please see the article elsewhere in this issue for more details.

I'd like to share a quick story that captures "who our members are." One of our racers, who is also a very committed volunteer, had an on-track incident early in the weekend. He was unhurt, and his car will certainly be repaired, but a quick fix wasn't possible, so he couldn't race.

Many of us have been in that situation, where months of preparation and considerable expense go into a race, only to have things fall apart. It's easy to feel discouraged because we love this sport so much. But this racer, our own Jordan Applebaum, took his misfortune completely in stride. Since he couldn't race, and because he is so dedicated to the Club and his fellow competitors, he volunteered to work a flag station and help ensure the safety of others. For those who have never volunteered to stand in a tub (or nearby) and flag for eight hours a day over three days, it is tough work, especially when it's hot, cold, or rainy. Those who do it, though, love it, as it's a great way to experience the racing action and support friends. Needless to say, Jordan never hesitated, and he was quickly put to work. Jordan exemplifies the spirit of PCA Potomac, The Founders' Region. Thank you, Jordan! DV



Don Mattran
President

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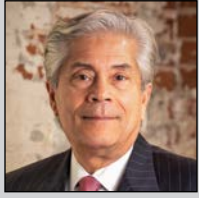


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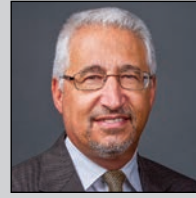
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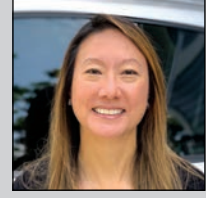
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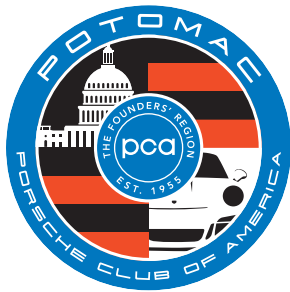
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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

OCTOBER



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



18-19 DE: Potomac's Last DE of the Season,
Summit Point - Summit Point Circuit,
Summit Point, WV



25 Autocross: Potomac Autocross #8,
Summit Point – Washington Circuit,
Summit Point, WV



26 Teen Driving School –Tire Rack Street
Survival, Summit Point – Washington
Circuit, Summit Point, WV

NOVEMBER



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



9 Drive & Dine: Morais Vineyards &
Winery, Bealeton, VA



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

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CLUB ANNOUNCEMENT

Open Club Leadership Roles

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

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

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

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

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

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

VIRGINIA

First Saturday of each month, 11:00 am
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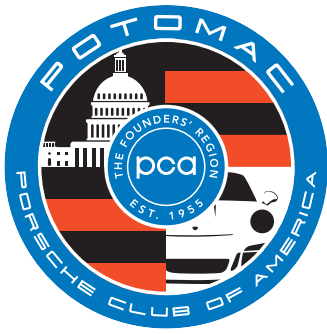
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POTOMAC PROGRAM HIGHLIGHTS

DRIVE & DINE



Participants from groups 1 and 2 gather in the shade waiting for group 3 to arrive at the venue. Photo by Jackie Peters.

AUGUSTOBERFEST

IT'S NOT THE CARS, IT'S THE VOLK

STORY BY **LUKE POPOVICH**

The idea from our ever-inventive PCA Drive & Dine Program sounded inviting but improbable: let's take a German Oktoberfest drive. Wunderbar. Only we weren't in Germany. And it wasn't October.

Sweeping aside those details, under a baby-blue August sky, 33 drivers left a Potomac Village parking lot for a thoroughly enjoyable facsimile in a two-hour run over serpentine roads to the annual Augustoberfest near Hagerstown, Maryland. Nothing says "German" quite like the town of Boonsboro and its Washington County Agricultural Education Center. Despite the awkward name, Augustoberfest celebrates cultural heritage and in this case, the descendants of the region's early German settlers.

The late-summer day was perfect for three groups of Germany's finest cars and the founding chapter's finest drivers. With apologies to Wagner, it was PCA's Drive of the Valkyries. There were few German speakers among us (I only know *Fräulein* and *autobahn*) so we let the Porsches do the talking. Maybe not the language of Goethe, but they certainly sounded German to my ears, their guttural gear changes echoing through every dip and curve. Driving beneath that clear sky, mile after mile of sylvan countryside, you could almost imagine yourself in the Black Forest if you weren't behind the wheel, that is.



Patrick Koethe, Anthony Schulien, Alan and Jane Banks stand in line waiting for an ice cold libation. Photo by Jackie Peters.



Event Hosts, 'Sam' Connolly and James Taylor took some time to visit the Marktplatz. Photo by Luke Popovich.



Rick Segovia models his new lederhosen amid white-blue (Weiss-Blau) and Bavarian flags – perfect for the occasion. Photo by Christine Lofy.



Master of selfies, Kenny Kong, joined the gang for the drive. Photo by Kenny Kong.



Campers were thrilled to see Nando's car. Photo by Andrew Blair.

Still, one question demanded an answer. “Why not celebrate Oktoberfest in October?” I cheekily asked a strudel vendor. Turns out the festival grounds and musicians are booked solid for October far in advance. Locals seemed unfazed. Attired in colorful feathered hats and lederhosen, they cheerfully offered bratwurst and beer while an energetic band banged out what I assumed were Tyrolean favorites.

Once again, PCA's drivers were ably led by our favorite Tourmeisters Jackie and Michael Peters. Kudos also to “Sam” Connolly from an ailing Glenn Havinoviski, who is thankfully recovering and expected back behind the wheel soon.

The history buffs among the group left the festival grounds for a more somber visit to nearby Antietam Battlefield. To see its gentle hills and quiet forest in high summer it's hard to believe that on a September morning in 1862 tens of thousands of Americans paid the ultimate price there.

As I walked off the battlefield, a cheerful sight dispelled the gloom: Steve Kaye and Dory Thomas pulled up in their devil-red Cayman GTS. Speaking of the devil, Steve probably thinks I'm old enough to have fought there. **DV**

AUTOCROSS



Barbara B's #823 2024 Boxster stands out on the course.

PCA POTOMAC AUTOCROSS #6 AT SUMMIT POINT

STORY BY **MIKE TRUSTY**

PHOTOS BY **JORDAN STRAIT**

PCA Potomac returned to Summit Point Motorsports Park on August 23 for its sixth autocross of the 2025 season, treating drivers to a fast, technical course that rewarded both precision and bravery. The weather was fantastic for August, clear skies and temperatures in the low 80s made for ideal conditions, keeping drivers and cars comfortable throughout a packed day of competition.

Autocross events always bring out a variety of cars, from air-cooled classics to the latest Porsche 718s and GT3s. A steady breeze and dry track surface allowed participants to push their cars without concern for grip, while the flowing layout challenged even the most experienced competitors to balance speed and control.

Heat 1 kicked off with strong performances across both stock and modified classes. As the morning wore on, times steadily dropped, with drivers fine-tuning tire pressures and racing lines to extract precious tenths of a second. Heat 2 brought more improvements as competitors continued to find new ways to lower their times.

Beyond the stopwatch, the day was defined by camaraderie, shared advice, and plenty of smiles between runs. With two events left in the season, drivers left Summit Point eager for closer competition—and another chance to shave seconds at the next stop on the PCA Potomac calendar. **DV**



Brandon J's 1989 944 brings speed and a classic look.



Paul B's 1986 Carrera takes on the autocross competition.



Ken W's 2018 GT3 powering through the courses.



Chris M's 2007 911 Carrera attacking the cones.



Joe B's 2016 Boxster knows its way around the course.

CLUB RACE



Jarrad Jacobs leads this vintage group in his 1980 911 SC. Photo by Ken Hills.

ROCK THE SUMMIT 2025

THE CLUB RACE OF THE POTOMAC FOUNDERS' REGION



STORY BY **ALLIE AND BILL CONLEY**

Rock the Summit 2025 (September 12-14), including the weather, was picture perfect! With over 250 spectators, this was the premier region event of the year! PCA Potomac Club Race Chair, Allie Conley and Co-Chair, Glenn Wolthuis, brought together our racing community for another amazing event. PCA Club Racing is the wheel-to-wheel, fully competitive road course racing event that allows those specially licensed drivers to compete head-to-head (or helmet-to-helmet as everyone is wearing safety gear) for points and trophies. The season spans legendary tracks, beginning with Sebring in February. In early September, the action takes drivers to the iconic Road America – and then, two weeks later, the racers come to Summit Point Motorsports Park, in our backyard, for an exciting weekend of racing, competition, comradery, and the thrilling joy of pushing their cars to the limit.

PCA Potomac was the first region to organize a Club Race. This year's race was the 34th annual event. We had 105 racers participate. The level of support from our all-volunteer club was amazing again this year with 113 registered volunteers. Club Racing is great for spectators as well – we had over 300 spectators, pit crew, and even kids coming out to see the action. All told, it's amazing to bring together approximately 500 Porsche enthusiasts for a weekend-long event. This massive scope makes our annual Rock the Summit event a pinnacle of the calendar each year. Additionally, with this many Porsche enthusiasts together, we're also able to harness the energy for the greater good and are also thrilled to have raised over \$70,000 for this year's charity partner, the Erin Levitas Foundation.



Jeffrey Neiblum's 1969 911 hasn't let the last 56 years show. Photo by Ken Hills.



George Tsantes behind the wheel of a 2006 GT3 Cup is closely followed by Peter Debusmann and a 2016 GT4 ClubSport. Photo by Ken Hills.



Piloted by Damon DeCastro, a 1994 968 gets Impressionistic during Rock the Summit. Photo by Bob Helton.

THE RACE

PCA Club Racing is set up just like the F1 battles many of us enjoy watching throughout the season. The Paddock began to fill on Wednesday – while not everyone arrives with a full-size semi, several of the teams truly have the big rigs! After getting settled into the paddock and unloaded, the drivers and crew get reacquainted with the track. Thursday is a practice day – and Friday the action starts to heat up. Practice continues through Friday morning and then qualifying sessions occur for all four of the run groups on Friday afternoon. Qualifying is done on an open track, the same strategy of finding clean air applies here, just like during an F1 qualifying session. The strategies were evident as drivers either looked for speed early in the qualifying session, Cory Friedman put down a blistering 1:11.812 on lap thirteen for example. Other drivers made use of the initial extra grip on a tire and put down their fastest laps early in the session – typically in laps 3-5.

The first sprint race started late Friday afternoon with the Vintage Group taking to the track at 4PM that afternoon. The Vintage Group is comprised of a variety of classic Porsches – the older 911s, several 914s, and new this year the classic 911Cups make up the majority of the field. The Green Group is exclusively composed of the Spec Boxster Class, SPB. The combination of affordability and a fully spec class make for amazing racing! The Blue Group was expanded in the 2025 season and includes a diverse range of stock, modified, and spec cars. The older cars in the class include the 944s and 951s – all the way up to 981 Caymans. The racing is exciting with the diversity of cars making for exciting multi-class racing, regardless of where you are, you're constantly aware of the traffic. Lastly, the Red Group encompasses the modified race cars – including substantial aerodynamic modifications for increased downforce. The wings are tuned for each track to maximize downforce while minimizing drag on the 2,900-foot main straight connecting Turn 10 to Turn 1.



It's not easy being green as Dean Drewyer tries to get distance between Michael Ballo's 1985 911 and a 1982 911 SC driven by Dwayne Moses. Photo by Ken Hills.

Following brief warm-up sessions on Saturday morning, each group takes to the track for a pair of 30-minute Sprint Races. The action is wheel-to-wheel, especially coming down the main straight. Many of our flaggers are regulars in the Drivers Education program – and they picked up some new approaches to try on the technical turns like T3. The action and competitiveness were evident throughout the day and into Sunday's Endurance Races, better known as Enduros. These 90-minute sessions include a mandatory pit stop – allowing drivers to hydrate and tweak their setup. Fuel hungry cars require refueling and tire changes enable drivers to reenter the track with fresh grip. The strategy again plays out with some drivers choosing an early pit while others stay out to open up a multi-lap lead. Timing the pit stop also allows drivers to move away from traffic depending on their relative position on course. It's amazing watching a group of three cars fight for position for over 10 laps and then bifurcate around the track based on divergent pit strategies.

PCA National supports the event with official Timekeeping and Stewards. This great team ensures fair events throughout the season and handles any on-track issues that may arise.

THE SPECTATOR EXPERIENCE

Most of us will never become a professional driver or even a competent Club Racer. But all of us can enjoy the Rock the Summit 2025 action. This year, building upon the success of last year where The Founders' Region was the first PCA Club Race to livestream all the races, we once again streamed the racing action to our PCA Potomac YouTube Channel and simulcast to PCA National's YouTube Channel. Other PCA Club Race regions have followed suit by livestreaming their races and we can all be proud that it all started here!

The improvements in internet connectivity from Summit Point now enable remote camera operation and announcing feeds that seamlessly blend. It also means that everyone can go and enjoy the action of watching a race. During the race, family members – even some viewers internationally – were able to enjoy the action. This is a huge improvement over hearing about the action after the fact! The commentary and announcer's knowledge of the drivers, the cars, and the racetrack made for a great event.



Sam Halaby speeds out of the shadows in a 1998 Boxster. Photo by Bob Helton.



Joseph Viola and a 2022 GT3 Cup car avoids the marbles on the outside to get a start on Cory Friedman and his 2019 GT3 Cup MR. Photo by Ken Hills.



Nader Fotouhi is all alone, for now, in his 1972 914. Photo by Bob Helton.

We encourage everyone to check it out, as the live stream recordings will live in perpetuity on our channel. Also, please check out all of our race materials (race program, schedule, racer list) that are available on our Event's Page on the PCA Potomac Club Race website.

VIEW FOOTAGE OF ROCK THE SUMMIT 2025
ON THE PCA POTOMAC YOUTUBE PAGE BY
SCANNING THE QR CODE.



CHECK OUT ALL OF OUR RACE MATERIALS
(RACE PROGRAM, SCHEDULE, RACER LIST) ON
THE CLUB RACE PAGE OF THE PCA POTOMAC
WEBSITE BY SCANNING THE QR CODE.



David Dean's lean, mean, '69 machine. Photo by Eric Michael Trexler.



Allie Conley (Race Chair) and Glenn Wolthuis (Race Co-Chair) flanked by members of the Club Race Committee, joined by Don Mattran, PCA Potomac's President. Photo by Ken Hills.

THANK YOU SPONSORS, BENEFACTORS, AND VOLUNTEERS

Rock the Summit is a huge undertaking – financially, it's the largest event PCA Potomac does each year. We were thrilled to have 56 sponsors this year supporting the action. This great group ranges from National motorsport companies (27) to local shops and businesses (29) that love to show their support for local PCA Club Racing. We couldn't do what we do without the sponsors and encourage everyone to support our sponsors whenever you can. We especially thank Beer and Wine Depot – one of our newest sponsors and new business in Winchester, VA – for donating all of the beer and wine for this year's event!

In addition to our Sponsors, we launched a new Club Race Benefactors Program this year, allowing individuals to contribute towards the race in increments of \$50. This program resulted from the increased costs of running this large event and the uncertainty of potential offsetting revenue with racer registrations down across the nation. We had over 37 individuals heed the call for help with donations ranging from \$50 to \$2,500. Please join us in thanking them! At the start of the article, we mentioned the 113 volunteers who came out to make a great event. These volunteer roles span numerous roles. To mention just a few, Flaggers work at each corner to keep the drivers safe; registration ensures everyone is checked-in; welcome greets all attendees, ensuring wayfinding and that everyone is compliant with wristbands and waivers,

grid kept all the cars safe and in position for the start and finish of each race; and, Hospitality kept everyone fed & hydrated.

Speaking of hospitality, the social aspects of the event are outstanding. Friday evening's dinner is complimentary for all the volunteers who make a great event. Saturday's dinner brings together all of the drivers, crew, spectators, guests, sponsors, and volunteers. To provide enjoyable entertainment for everyone this year, award-winning Bluegrass artist, The Knuckle Dusters, took to the stage while drivers discussed their tires (and compared speeds) and volunteers shared their highlights from the day. The Knuckle Dusters took breaks that allowed for the Trophy Ceremony and speeches from the event Chair. There is little better than watching the stars come out in West Virginia, listening to live Bluegrass, and seeing racers, crews, and families and friends lit by the glow of their screens watching (or rewatching as the case may be) the race! Such a proud moment of a near perfect event!

This article is a small subset of all the stories from the 2025 Rock the Summit Club Race. We hope you enjoyed the livestreaming and watching the video again this weekend of the action. As a great convening event for the club, we welcome everyone to come enjoy the action next year: as a driver, volunteer, sponsor, benefactor, or spectator! Mark your calendars: September 11-13, 2026! DV



Seated - Christina Widodo, Annabelle Alvi; Standing – Katherine Plasket, Hadi Nsouli. Photo by Ken Hills.



Allison Henk (Swag), Donna Amico (Registrar), Allie Conley (Race Chair), Lauren Tilton (Volunteer Coordinator), and Stephanie Bridgewater (HQ Volunteer). Photo by Bob Helton.

CLUB RACE BENEFACTORS

Anita Baarns	Jim Krenzke
Tom Barns	Michael Kuehn
Jonathan Cole	Vern Kuehn
John Colthar	Brian Lobuts
Ian Cooke	Charles Mandolia
Robert Douglas	Scott Mayster
Hugh Davis	Ron McCall
Pierre Duy	Pamela Murphy
Steve Fromyer	Sam Nikoomanesh
Jeanette Gionfriddo	Anthony Pagonis
Joe Grimsby	Justin Popma
Randy Gross	Luke Popovich
John Hanna	John Sheil
Alex Iszard	Niel Vanlandingham
Yema Jewaymi	Jacobus Vrolijk
Carroll Kisser	Brian Walsh
Chase Kovatch	John Whisler
George Kovatch	Kevin Whittle



Kenny Kong, Grid Marshall, with members of his grid team. Photo by Ken Hills.





Left page: The MacPhersons' 1987 944 Turbo fits right into its natural surroundings, with a patina paint job for the ages.

Left: If only barn finds were this easy!

A PASSION FOR PORSCHEs THAT ONLY GROWS WITH TIME

STORY AND PHOTOS BY **JOHN MACPHERSON**

THE FIRST ONE

Every one of us has that story about the first car that lit the spark.

For me, it happened in 1982. I was 17 years old, and it was sitting in the yard across from my girlfriend's house on Moosewood Street in Billerica, Massachusetts. A faded two-door, low-slung and orange, with foggy windows and flat tires, half-swallowed by tall grass. Forgotten.

Back then, I was into Camaros and big V8s, so it didn't grab my attention at first. But when I saw that humble little car still parked in the weeds as the neighbors loaded their last boxes onto a moving truck, I had to ask: "Whatcha gonna do with that little orange car?"

Two hundred bucks later, I was the proud owner of a rusty, non-running 1974 Signal Orange Porsche 914.

That car kicked off a love affair that's lasted more than four decades, much longer than the girlfriend across the street. And today, I'm fortunate to say the obsession hasn't faded. In fact, it's grown, and my wife Diane is right there with me. Her gateway Porsche was a 2013 Cayenne S, and now she's every bit as deep in it as I am.

FROM CHEF TO WRENCH

I've spent most of my career in hospitality as a chef, but in August 2021 Diane and I sold our restaurant, Three Blacksmiths, in Sperryville, Virginia. With time finally on our hands, we decided to build a little shop on our property. Nothing fancy. Just a space to tinker and maybe bring some old automotive metal back to life.

My early years of wrenching came back quickly, except now I had better tools, a bit more patience, and before long the shop was full.

911s, 928s, a Speedster replica, even a Panamera rolled through. Some needed a little work. Others needed everything.

But one model kept showing up more than the rest: the Porsche 944.

It's not the most powerful. Not the most collectible. But it's honest. Balanced. Underappreciated. There's something deeply rewarding about bringing a 944 back to life.



THE BUFFALO GAP TURBO

Our latest, and easily my favorite, is a 1987 944 Turbo.

It was found by a fellow Porsche enthusiast, Tony, who usually sticks to old, neglected air-cooled projects. One day he called and said, “This one’s not really my thing, but I think it’s yours.”

I hitched the trailer to our trusty Cayenne and drove two hours to Buffalo Gap, Virginia. Behind the house, in a wide field, there she was, parked next to a lawn mower beneath a decapitated run-in shed, shadowed by a sprawling maple tree.

The 944 had been there for years. Dry-rotted tires. Paint stripped of clear coat. Dust, sap, and honeydew caked across every surface. It hadn’t run in ages, other projects took precedence, so it was parked and forgotten.

But she was still complete. Still straight. Still worth saving.

THE REVIVAL

Back at our shop, we dove in.

An extensive mechanical overhaul brought her back to life. New tires. A refreshed interior. A thorough, elbow-grease-heavy cleaning. And before long, the Turbo was back on the road, and more fun to drive than just about anything we’ve owned.

Then came the big decision: the paint.

The car’s original Slate Grey Metallic had developed an honest patina. No rust. No dents. Just sun-faded and worn down to primer in spots, a look earned over time. To return it to factory condition would’ve meant a full strip and repaint.

But... does the world need another silver Porsche?

There are already plenty of them. Zermatt Silver, Volcano Grey, Titan Metallic—they’re beautiful, but they’re everywhere.

So we asked ourselves:

Why not keep the patina? Why not celebrate the age?



A NEW PAST, ONE STRIPE AT A TIME

With inspiration from Martini Racing livery, Diane and I decided to give the 944 a new identity, not by hiding its age, but by honoring it.

She's a talented designer and a wizard with a plotter and stencil. Together, we designed a set of stripes and meatballs that would feel vintage, fast, and a little rebellious. We knew just slapping fresh paint over the faded grey wouldn't look right, so we distressed everything by hand. A little sanding here. A dab of matte black there. Touches of wear to match the car's real-world history.

And when we stepped back to take it all in...

There it was: the most beautiful, worn-out, perfectly imperfect Porsche we'd ever owned.

Still Slate Grey Metallic, technically, but absolutely not just another silver 944.

STILL ON THE ROAD

That S200 914 was the first spark. This 944 Turbo is the latest chapter. And somewhere in between, Porsche became more than just a car brand, it became a shared language, a passion that's grown across decades, from greasy garage floors to misty Virginia back roads.

We're still driving. Still wrenching. Still designing.

And the road ahead looks pretty great from here. DV

A FEW OF THE KEY STEPS IN THE 944 TURBO REVIVAL

- Replaced timing belt and balance shaft belt
- Installed new speed/reference sensors and connectors
- Replaced vacuum lines, intake gaskets, and thermo-vac valve
- Updated fuel lines with Rennbay kit; replaced pump and lines
- Cleaned, tested, and rebuilt fuel injectors; replaced leaking damper
- New plugs, cap, rotor, and wires
- Full fluid and filter service (including re-oiling air filter)
- Replaced clutch slave cylinder; bled brake/clutch system; new pads and hardware
- Replaced steering rack boots and stabilizer bar bushings
- New battery, receiver/dryer, and A/C recharge
- Replaced heater core; serviced wiper motor
- Seats and center armrest reupholstered
- Replaced dash cluster bulbs
- Replaced shifter bushings and boot
- New tires and a full tank of fuel
- Distressed Martini-inspired paint and graphics applied by Diane MacPherson

A MECHANIC'S JOURNEY

CONDENSED VERSION





Left page: David's first 911, a 1976 911S, was a "practical learning exam" on how to restore a classic Porsche. David sold the car to a dear friend, Jim Sims, because he had too many 911's and had run out of garage space. Sadly, Jim passed away. His son Brad is continuing the legacy of caring for the car in Erie, Colorado. Photo by Brad Sims.

Left: Author and absent but recovering team member at Le Mans.

STORY BY **DAVID GARDNER**

"Hmmm," I thought, as I considered how to share so much history and recent intent in just a few words. So I decided on a "brain dump" to see how it reads. Each element here has a longer story behind it, best told over beverages at a local pub.

While serving as a soldier in Vietnam in the late 1960s, a friend lusted after a Porsche 911, and that's when I first learned they existed. I bought my first in 1987, a 1976 911S. In 1990, after discovering metal chips inside the engine, I rebuilt it under the guidance of Ted Robinson at German Precision. Fortunately, I managed to overcome my mistakes.

Attending the War Bonnet Region's technical gathering in 1994 inspired me to start Close Enough Engineering, a small business repairing early 911s. I also purchased my first hydraulic lift. The motto of my shop was: "I can make mistakes cheaper than other mechanics make mistakes." That line, of course, has its own story, as does the choice of the name.

After moving to Los Alamos, New Mexico, I asked so many technical questions that the Roadrunner Region appointed me Technical Chair, without my knowledge. In that role I hosted technical sessions at my garage using members' cars to demonstrate repairs. I gladly helped anyone who wanted to learn, charging only those who left their cars with me for full repairs.

My first 911 was a 1976 911S shown in the photos of this story. In addition to rebuilding the engine on this car, I also ended up painting the car for my friend when he learned he had cancer and was unable to complete the task. In fact, I have sprayed five 911's and one 356. The 356 we took down to bare metal, welded patch panels, added Bondo as necessary, etc. Same with one of the 911's. We painted the other 911's over the properly-prepared existing paint. I use the word "we" because this was another task where I worked with the owners, and also recruited other car owners intending to paint their cars.

"I can make mistakes cheaper than other mechanics make mistakes."



David's 1976 911S now enjoys carving Colorado's mountain roads. Photo by Brad Sims.

Painting a car is not hard, as in physical effort, but the distance your hand travels by the time all the sanding and buffing are stopped seems almost infinite. The high school in Los Alamos had a paint booth, and, while we could not pay to use it, we were allowed to use it by contributing to the expendable supplies the shop classes needed.

Maybe I have more "history" with 911's than I thought.

In 2012, after relocating to Seattle, I began working at Aker's Porsche, focusing only on the older 911s I knew best.

Today, I split my time between Alexandria, Virginia, and the Rockies, where I continue to teach skiing in the winter. A recent visit to Intersport at David DiQuillo's suggestion reminded me how much I missed working on early 911s. So, I offer this note

to let fellow owners know: if you want to maintain your cars, or even rebuild your engines, I'm available to assist. Sadly, my lifts and many of the tools I made for 911 engine work remain in Seattle. I hope they miss me as much as I miss them.

To keep this short, I've left out stories about serving as Assistant Director at Laguna Seca Raceway during the SCRAMP years, which led to a stint on staff at the 24 Hours of Le Mans, or more recently, working with a team campaigning a 1927 Bugatti at the Monterey Reunion each August.

Enough said. **DV**

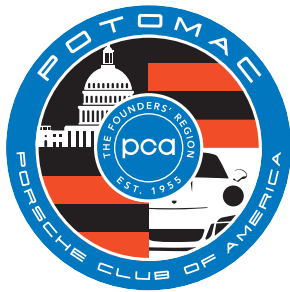


“I hope my lifts
and tools miss
me as much as
I miss them.”

Another 911 resurrected by the author. This time a 1984 Targa. Photo by David Gardner.



A closer view of the '76 911S illustrates the high quality of its restoration. Photo by Brad Sims.



2026 EXECUTIVE BOARD ELECTION

Your vote is important to PCA Potomac. In accordance with Potomac's Bylaws, we are providing two ways to vote for the 2026 PCA Potomac Executive Board Elections: (a) electronically via ballot in Motorsportreg.com by midnight on December 6th, 2025, or (b) in person at the Annual Meeting on December 13th, 2025. Details will be forthcoming.

The 2026 officer candidates, proposed by the club's Nominating Committee, are presented 60 days prior to the meeting by Tuesday, October 14th, 2025. With the election of the president and vice-president voted-in for 2025 and 2026, only the treasurer and secretary are up for election this year. In accordance with the Bylaws, Past President Diane Sullenberger will automatically continue in her role for 2026.

If you would like to nominate an additional candidate for Treasurer or Secretary, please submit the name of your candidate, along with the endorsement of fifteen active PCA Potomac members, to the Nominating Committee Chair, Henrik Ojikutu, at henrik@pcapotomac.org, by October 26th, 2025.

2026 EXECUTIVE BOARD

Past President: Diane Sullenberger

For President: Don Mattran

For Vice President: Alan French

SLATE FOR ELECTION

For Treasurer: Stephen Kiraly

For Secretary: Kenny Kong



DON MATTRAN, PRESIDENT

Don has been a PCA member since 1999, with the purchase of his first Porsche: a 911 Carrera 4 Cabriolet (he still has it!). He began with Autocross and moved on to Driver Education (DE) and Club Racing, starting in 2001. His race car, as most folks know, is a 1989 944 Turbo, wrapped in American Flag livery (thank you, Shane!). Originally, his Club Racing was in a 1993 911 (964), which he shared with his brother, Guy. Don had a few podiums here and there, and some Workers' Choice Awards (very proud of these!). From 2015 until last year, he was a DE Chief Instructor.

He is currently the owner and co-founder of Foundry Wealth Advisors, a wealth advisory firm based in Baltimore. Before Foundry, he worked at a major bank (and predecessors) in the Baltimore area. He has supported various charitable organizations, including United Way, Marian House (Board Chair), and Girl Scouts of Central Maryland.

Don and his wife, Marianne, live in Crownsville, outside of Annapolis, with their new Maltipoo puppy, Portia. They have four children and six grandchildren, living all around the country.

Don is passionate about cars in general, and Porsches in particular (of course!), but more importantly has many of his closest friends in our fine Club. His goal is to continue to build on our reputation of being a welcoming group of friends to new members, to PCA members visiting from other regions, and to anyone else (even non-Porsche owners) who would like to enjoy events and camaraderie with us. Don is looking forward to helping our Club in any way that he can.



ALAN FRENCH, VICE PRESIDENT

Alan joined PCA Potomac at the end of 2016 after rescuing a 987.1 Boxster from a bad relationship with its owner. He and his wife, Sarah Cameron, have participated in many Potomac and

National PCA events since.

Alan's first Porsche was a 1970 911T. He wishes he still had it today, despite the constant attention it demanded through the seasons. The Porsches that followed were all 911s, with a brace of 996s and a hat-trick of 997s. His car back-catalog includes over 90 cars, ranging from a dreadful, slime green Simca 1100, to a magnificent Citroen SM in Burgundy Red (a strangely popular color in France).

Alan has held multiple roles in Potomac: Vice-Chair of Drive & Dine, Co-Editor of Der Vorgänger, Executive Committee Secretary, and most recently, Vice President. He also has the involuntary condition, Johnny-on-the-spot-itis, which results in his appearance at many of our events.

Over the past year as Veep, as well as participating in Board meetings, Alan led the launch of the new Nominating Committee, as well as instructing students at Driver Education events, and further modifying his Boxster track car.

Alan enjoys all activities that Potomac organizes, either as participant, organizer or volunteer. He plans to do his utmost to keep Potomac vibrant, diverse, educational and fun, and keep our region the best in the country!



STEPHEN KIRALY, TREASURER

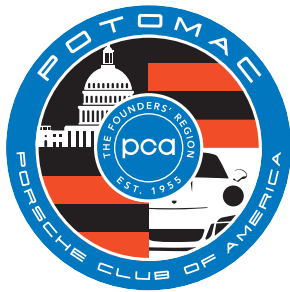
Stephen Kiraly has been a member of PCA Potomac since 2012, when he purchased his first Porsche, a 2006 997 Cabriolet. Once he discovered PCA, he and his wife, Debra, became involved in the

many Potomac events that give our Club such a good name.

Stephen became a DE instructor in 2016 and enjoys giving back as all his great instructors gave to him. He became an official DE steward in 2016. Stephen has been a PCA Club racer since 2020 and has been involved with the Club Race at Summit Point since 2015.

Stephen and Debra have enjoyed Potomac social activities. He has been to Wintergreen, Homestead and Nemaquin "Drive and Stay" events enjoying the camaraderie of other Porsche enthusiasts, even if one of them drove a Corvette. Because as they say – It's about the people...not just the cars.

Stephen has served seven years as Potomac's Treasurer and is committed to making the Club function as smoothly as possible in a sound fiscal manner.



2026 EXECUTIVE BOARD ELECTION



KENNY KONG, SECRETARY

Born and raised in Chicago, Kenny's love affair with Porsche began at the tender age of 10 when he first laid eyes on a yellow 993 Turbo. In 2019, he met his hero when he purchased his (991) 911 Turbo.

The first order was to join PCA Potomac with the fullest intention of getting back on the racetrack in Potomac's HPDE program.

Falling victim to an extremely slippery slope (and much to his wife's dismay), an open trailer and frequent deliveries of brake pads and rotors soon ensued. 192 track days, 2 Cayennes, a Boxster S, and 2 GT3RS's later, Kenny continues as an active participant supporting the Drive and Dine, and HPDE program including completing the PCA National HPDE instructor program and serving as track registrar, and Club Race grid marshal.

Professionally, Kenny is an industry-recognized thought leader at Veeva Systems helping global pharmaceutical companies modernize their drug development to bring therapies to patients faster. Off the track, Kenny is an avid golfer who struggles mightily with his golf game and copes with his high handicap through spending time with his family and his cigar buddies. His wife Esther, two sons Mason and Jordan, and his Japanese Akita Kuma frequently join him trackside and at various Potomac events where he looks to build his family's affinity to the Porsche brand and groom the next generation of PCA Potomac members; a mission that he looks forward to continuing as our club Secretary.



DIANE SULLENBERGER, PAST PRESIDENT

A proud Potomac member since 2009, Diane served as President in 2021–22 and has been Past President since 2023. She's a Motorsport Safety Foundation Certified Instructor, a National PCA DE Instructor, and a Tire Rack Street Survival Coach. She enjoys helping students find their "driving zen", giving grid tech once-overs at DEs, volunteering at Club Race, and pitching in at Porsche Parade, Sports Car Together Fest, and Rennsport Reunion. As a former DE co-registrar for three years, she knows car numbers—and yes, she's seen your SpeedWaiver photo.

Her garage features a '95 993 C4 nicknamed "Keanu" and a 2011 911 GTS. Past rides include a Honda S2000—the gateway drug that launched her DE habit at Summit Main in 2000—and a Ducati 848 she tracked and raced with WERA. She's committed to helping Potomac reflect the diversity of our community and to getting more women involved in motorsports.

She grew up in the DC area and is the publisher of the National Academy of Sciences' research journals. Her husband, Scott Antonides, runs a 2004 BMW 330i ZHP with the BMW Club and FATT, and can be spotted at PCA events.

When she's not chasing lap times, she's chasing cows in NCHA cutting on her quarter horse, Lil Pepto Tequero ("Taco"), stretching the legs of her retired cutter, Magic Lights, and teaching new tricks to her old border collie, Marvel.



WHEN EXCELLENCE IS THE ONLY OPTION

D&V Auto Body Masters is the DC metropolitan's premier automotive repair shop. We are a Porsche Approved Collision Center, employing the most exacting repair and reconstructive techniques and materials. We are dedicated to returning your beloved Porsche's condition back to the day it left Zuffenhausen.



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Group C Curation offers a transparent, client-focused process to help buyers and sellers maximize the value of specialty vehicles—focusing on Porsche—through accurate, detailed, and honest representation. With over two decades of experience working with the Porsche brand across the Mid-Atlantic region, I've built my reputation on the principles of honesty, integrity, and professionalism.

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Casey Parkin, 17 year PCA Member

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PCA Member Special Through
Oct 31, 2025. Mention This Ad!



PCA Video Celebrates 70 Years!

2025 marks Porsche Club of America's 70th anniversary, so PCA decided to create a video to share our celebrations with the automotive enthusiast community at large. With club community scenes captured on video as far back as the 1950s through today, we hope you enjoy looking back and recognizing how far our members have taken the club.



Watch the video: [PCA.org/news/pca70](https://pca.org/news/pca70)



PORSCHE CLUB OF AMERICA

**JULY
2025**



NEW POTOMACANS

JULY 2025

TOBIAS ADRIAN

2024 Taycan GTS Sport Turismo
from Washington

JONATHAN ALDERSON

1999 911 Carrera
from Washington

HENRY ALLISON

1972 911T
from Alexandria

ZARGHAM AMID

2025 911 Carrera T
from Mclean

MICHAEL BECK

2002 911 Targa
from Woodbridge

GREG BINZER

2025 911 Carrera T
from Myersville

ANNITA BIONDO

2022 911 Carrera Cabriolet
from Arlington

KEVIN BREEDEN

2007 Cayman
from Casanova

LYNNE CHAMBERLAIN

2024 Macan
from Mclean

TAYLOR CHAMBERLIN

2025 718 Boxster GTS 4.0
from Great Falls

DANNY CORREIA

2017 911 Carrera GTS
from Fairfax

ROMAN CYBYK

2025 911 Carrera T
from Oak Hill

JUSTIN DEAN

2024 911 Turbo S Cabriolet
from Washington

MUSTAFA DURRANI

2024 911 Carrera T
from Vienna

KOICHI ENDO

2007 Boxster S
from Ashburn

DIENE FAYE

2023 Macan
from Alexandria

THOMAS FONSECA

2014 Boxster
from Rockville

DEWAYNE GAINES

2014 Boxster
from Clinton

SCOTT GODES

2012 911 Carrera Cabriolet
from Rockville

KOREY HOPKINS

2017 911 Targa 4S
from Charles Town

KARL KUHN

2025 718 Cayman
from Haymarket

NIKKI LAGOUROS

2014 Panamera GTS
from Reston

JOSEPH MCCALL

2019 718 Boxster GTS
from Chesapeake Beach

BRIAN MCCLOSKEY

1988 911 Carrera Cabriolet
from Great Falls

PATRICK MERRYMAN

2025 718 Boxster
from Triangle

MICHAEL NOEL

1999 911 Carrera
from Leesburg

MAX ONOZUKA

2015 Cayenne S
from Reston

JASON PLETCHER

2021 911 Turbo S
from Arlington

BRIAN REED

1987 924S
from Gaithersburg

JERRY ROWELL

1956 356 Speedster
from Boyce

ALEXANDER SCHAPS

2016 Boxster GTS
from Arlington

CHENGCHENG SHI

2022 718 Cayman GT4
from Bethesda

DEJAN STANARCEVIC

1992 911 Carrera 4 Cabriolet
from Rockville

MICHAEL SZEGO

2021 718 Boxster GTS 4.0
from Manassas

KEVIN THOMAS

2018 Macan S
from Temple Hills

DENIS VO

2025 911 Carrera T
from Gainesville

DOUG WAGONER

2025 911 Carrera
from Ashburn

JEFF WITKOP

2012 911 Carrera S
from Mclean

NEW MEMBERS = 38

MEMBERS TRANSFERRING TO POTOMAC IN JULY 2025

AARON AARON

2013 911 Carrera Cabriolet
from Springfield

BRIAN D. O'CONNOR

2020 911 Carrera S
from Marshall



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AUGUST
2025



PCA POTOMAC ANNIVERSARIES

AUGUST

5 YEARS

Adam & Keri Mungo
Gregg Baumann
Ricardo Yepes
Brian Hodges & Val Hodges
Rebecca McNeilly
Ryan Bailey & Chris Fezza
Kyle Hoyer
Thomas Le
John & Mike Kenworthy
Joseph & Jack Birkenstock

10 YEARS

Dean Moheet
Sean & Claudia Teague
Shane Howard & Kelsey Robinson
Alan Himes & Lynn Heinrichs
Sam Shah
David Halwig
Brian & Nicholas Campbell
Fred Wenger III & Patricia Wenger
Ken Finn
Bryan & Niyada Elie

15 YEARS

Dae & Kristie Kim
Richard & Clara Addo
Linda Wilkinson
Robert & Christine Schmitz
Douglas & Laura Noble
Christopher Martin
Marco Vita-Finzi

20 YEARS

Jeffrey Olszewski &
Laura Dendtler
Willard & Deborah Jones
Lee & Jeremy Alexander
Stephen & Beth Bounds

25 YEARS

Thomas Falkenberg &
Heather Hagerman
Ronald & Cynthia James
Barbara & Jerrold Pearlman

30 YEARS

Terry & Laura Lanier
Michael & Steven P. Weeldreyer
James Weyant
Fritz & Fritz I Gottwald
Anita Sangi & Dennis Ponton
Gary & Betty H. Church

35 YEARS

John Ancona & J William Miller
Andres & Debra Ann Jordan

40 YEARS

Robert Alperstein

45 YEARS

Paul Vessels

50 YEARS

William Babcock &
Mary Ann Roberts



CALL FOR PORSCHE AUTOMOBILIA

We're looking to feature Potomac'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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MEMBER'S FOTO CORNER



HAPPY ANNIVERSARY *PCA STYLE*

PHOTO BY **JENNY AULABAUGH** —————

For nearly 20 years, Aaron Aulabaugh has been a proud member of the Porsche Club of America, and one of his long-held bucket list dreams has been to see his car featured in *Der Vorgänger*. In August, Aaron and his wife Jenny celebrated their first wedding anniversary, and Jenny found the perfect way to surprise him: by sharing their Porsche story with the Potomac Region community.

The couple's 2011 Porsche Panamera has already become a symbol of their new life together. Beyond the thrill of the drive, the car has carried them through their first year of marriage, creating memories on the road and milestones worth celebrating.

"It's been a source of joy for us, not just because of the performance, but because of what it represents," Jenny says. "Having it featured in *Der Vorgänger* is such a meaningful way to mark our anniversary."

We're delighted to honor both Aaron's decades of PCA enthusiasm and the couple's first year of marriage with this feature. Congratulations, Jenny and Aaron, and here's to many more years of Porsche passion and shared adventures. **DV**



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JOIN PCA

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

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

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

