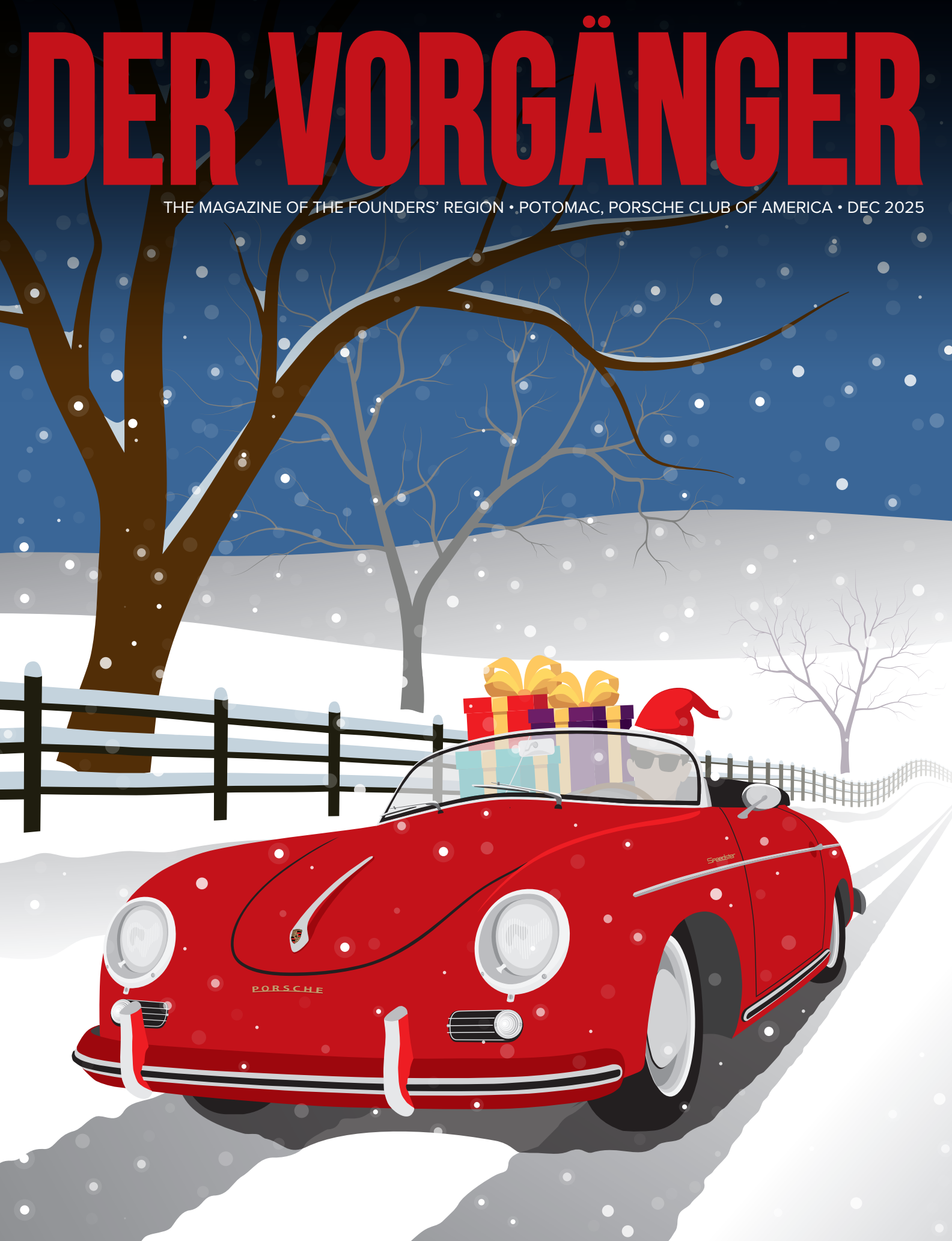


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COVER

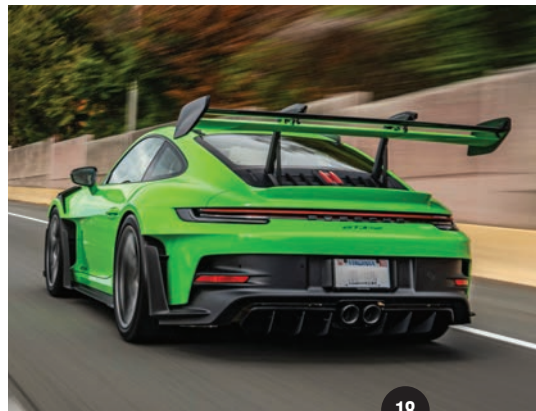
What better way to imagine
a Christmas delivery than
Santa's 356 Speedster sleigh?
Illustration by John Mills.

BACK COVER PHOTO

Hans Yu's GT3 RS Weissach
on a moody but festive day
in Old Town Alexandria.
Photo by Ted Hovis.



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A quick look in the rearview, and gearing up for what's to come.



Jason Aldag
Co-Editor

As this issue of Der Vorgänger arrives, we're closing the door on another busy and fun year for the Potomac Region, and already looking ahead to what's next. It's a good moment to reflect on the events that brought us together and the shared enthusiasm that continues to define this club.

By any measure, 2025 was a strong year. Participation remained fairly high and the region's calendar stayed full, from social gatherings to competitive highlights. Whether your Porsche experience lives on track, at social events, or out on the open road, there were plenty of reasons to stay engaged. This issue captures that momentum.

We begin with a look back at our annual Holiday Party, which drew one of the strongest turnouts in recent memory. Nearly 200 members came together to celebrate the season and close out the year on a high note, while also supporting a successful Toys for Tots drive.

We held the annual Gathering of the Faithful event and if you missed it, you truly missed something special. A quick pre-event glance at the Motorsport Registry revealed a remarkable 62 air-cooled Porsches registered, a number that surprised even longtime attendees.

That sense of continuity carries into Bruce Borgelt's story and the return of his Porsche 930 Turbo, a reflection on cars we part with, the ones that stay with us, and how fate sometimes brings them full circle years later.

Modern Porsche enthusiasm is also on display with coverage of the GT Meet at Porsche Tysons Corner. It's an unofficial event, but one that's been held by members for the seventh year now. Even without ideal weather, the event delivered a bold snapshot of today's GT culture.

Rounding out the issue is a competitive highlight worth savoring: Robbie Wilson's

remarkable 2025 season and his Spec Boxster National Championship earned with a perfect points total, an extraordinary achievement at the highest level of PCA Club Racing.

Looking ahead, one date already deserves a spot on the calendar. The 2026 Porsche Parade will be held in Lake Placid, New York, from June 14–20, it's the first relatively close-to-home location for Potomac members since 2022. For one week, the host city becomes the center of the Porsche universe, welcoming roughly 2,000 enthusiasts for autocross, rallies, technical sessions, exhibitions, and, most importantly, time spent with fellow club members. It's a signature PCA experience and an opportunity well worth considering.

Here's to closing out a strong 2025, and to everything still ahead in 2026. DV



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Great Last Year and an Even Greater Next Year!

THE PRESIDENT'S COLUMN

As this issue marks the last of 2025, I thought I would share a few reflections on the past year and look ahead to what's coming. I have to say, I believe our Club enjoyed an incredibly successful year, though I admit I may be a bit biased! At the risk of missing something truly important, here are some (but certainly not all) of the highlights from 2025.

PorscheFest has truly become the family reunion we always envisioned. We welcomed 325 participants from across all of our programs. Drive and Dine attendance reached an all-time high, the Concours was beautifully presented, and our Drivers Education and Autocross programs remained top-notch and in high demand. Camp Porsche has evolved into a very well-received event and continues to be a wonderful way for us to give back to the Summit Point community, our home track. George Whitmore and Hugh Davis also created an outstanding display of historic artifacts from our Founders Region. After all, no region has more history than ours!

Our Club Race at Summit Point has become one of the premier events on the national calendar. Summit Point is an amazing and unique track, though there are certainly others around the country that are more historic or iconic. Watkins Glen, a former Formula 1 venue, is a perfect example, and yet our race stands shoulder-to-shoulder with events held at tracks like these. Even with this strong competition, our Club Race is widely regarded as a top, if not the top, event. This is a direct result of the extraordinary organization and creativity of our Club Race Committee, led by Allie Conley (Chair) and Glenn Wolthuis

(Co-Chair), along with more than 100 dedicated volunteers who make it all possible. My comments may not always be politically correct, but what else is new?

The publication you are reading now, *Der Vorgänger*, is without question one of the very best in PCA, under the leadership of Steve Grumbach (Chair) and Jason Aldag (Co-Chair). Many PCA Regions simply do not have the resources or people required to produce a monthly printed publication. While it takes significant effort and expense to create, I firmly believe it is worth it, and I know many of you agree. We do need help from our membership to attract additional advertisers. There are companies that would benefit greatly from exposure to Potomac Region members, just as our members would benefit from their services. Please help us identify these companies and tell our story.

Our Drivers Education program continues to be the best in all of PCA. Under the leadership of Bob Mulligan and David Dean, the program has significantly elevated the quality of instruction, resulting in increased safety and pace on track. Our Chief Instructors, Colleen Reiche, Sean Reiche, Mark Salvador, and Brian Walsh, are second to none. The Women's High Performance Driving Clinic (HPDC), held in September, was a tremendous success. The event included a dinner and panel discussion coordinated by Mia Walsh (National DE Chair), who brought together leaders in women's motorsports to participate both on the panel and at the track the following day.

Autocross (Paul Brockman and Mike Trusty) and Drive and Dine (Jackie and Mike Peters) enjoyed

enormous popularity, with every event selling out. LeRoy Mills will transition into the Autocross Chair role in 2026, thank you, LeRoy!

Paul Vessels and Percy White did a fantastic job expanding both the number of events and participation in our Concours program.

Doug Hough and Wendy Chetney organized an outstanding Teen Survival event, where 30 teens learned how to better control their vehicles in emergency situations, much to the delight of our Safety Chair, Dirk Dekker.

I've run out of room, so I'll simply tease a few things we're planning for 2026. Some are still in development, but we're hopeful...

More social events. While we're known as a track-focused club, we know many members would love additional social opportunities. Please let us know if you'd like to volunteer to help.

A second Teen Survival event. These programs are both educational and fun, and truly make a difference.

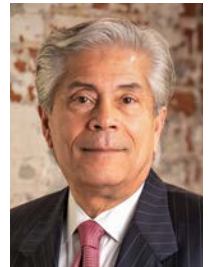
Assembling an army of Potomac members to attend Porsche Parade in Lake Placid, New York, next summer. Mike Smalley will serve as Commander-in-Chief!

A more focused and coordinated sponsorship program.

A Drivers Education event held on a weekday.

Finally, my sincere thanks to all of our volunteers, committee chairs, and Executive Board members. Everyone works incredibly hard to keep the Founders' Region the very best in PCA.

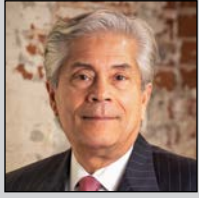
Happy New Year! **DV**



Don Mattran
President

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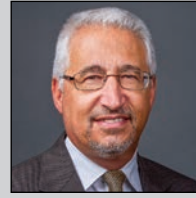
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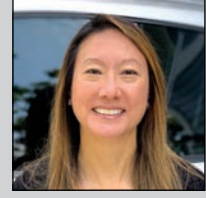
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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.

JANUARY



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



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

FEBRUARY



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



21 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.

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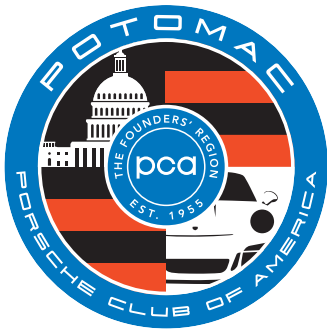
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POTOMAC PROGRAM HIGHLIGHTS

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Marydonna Henry, Alan French, James Henry, and Larry Mauch.

PCA POTOMAC'S HOLIDAY PARTY

STORY BY **JASON ALDAG**

PHOTOS BY **BETH MAUCH, LOU BARTOLO AND JOHN MILLS**

PCA Potomac closed out the year in style with one of its best-attended Holiday Parties in years, welcoming nearly 200 members and guests for an evening of celebration, camaraderie, and giving back. Hosted at El Bebe in Tysons Corner, the venue delivered exactly what was promised in excellent Mexican food, lively energy, and margaritas that ranged from perfectly sensible to over-the-top, served in a classic glass or oversized bowl.

The evening also served as a major success for the Toys-for-Tots community service effort. Thanks to the generosity of our members, the toy drive collected more than a Cayenne

full of toys, all of which will be donated to Montgomery County, Maryland's Toys-for-Tots program.

A special thank-you goes to the Potomac-Bethesda Rotary Club for taking the lead in organizing and collecting toys for this meaningful project. The Toys-for-Tots tree overflowed with donations, as did Lou "Santa" Bartolo's Cayenne once everything was packed up and ready for delivery.

Members arrived dressed to impress, ready to reconnect and toast the season together. Great food, great company, and a great cause, this year's Holiday Party was a festive reminder of what makes PCA Potomac such a special community. **DV**



Kenny Kong



Steve and Terry Gransback



Paula and Jeff Vonasek



An incredible Toys for Tots haul!



Mia Walsh, Anu Bhaskar
and Duyane Norman



Don Mattran, Lew Azzinaro and Ed Hahn



A Potomac PCA season of giving!



Bobby Barakat, John Mills and Cathy Ziobro



Lou Bartolo's Cayenne runeth over with Toys for Tots.



David Osborne, Sue Paskow, Lou Bartolo and Tony Garusso.



Larry Mauch and Robert Simmons



Stephanie Bridgewater, Marcie Calcagno
and Randi Dutch



Jeanette and Rob Gionfriddo



Andreas Schmidt and James Brown



Charlie Murphy and Mijee Song



Scott Antonides and David Dean



Barbara and Lew Azzinaro

CONCOURS



A 356 Emory Outlaw in the foreground of a group of beautifully prepared classic 356s.

AN AIR-COOLED AFFAIR

2025 GATHERING OF THE FAITHFUL

STORY BY **PAUL VESSELS**

The return of the Annual Gathering of the Faithful was truly an event to be seen and enjoyed. If you missed it, you missed quite the treat.

Just prior to walking out the door, I did a quick check of the Motorsport Registry, which revealed a whopping 62 air-cooled Porsches registered for the event, and yes, even I will admit my surprise.

When I arrived early at 8:30 a.m. (with the show not officially starting until 10:30), there were already six hearty souls on site, waiting and wondering where they should enter and be placed on the field. That's when I knew I was in for a busy day. One by one, then in pairs and groups of four, air-cooled cars began to arrive. The staff at Silo Falls was amazed, and excited, by the line of beautiful German P-cars stretching across their lot as we worked to get everyone onto the field as efficiently as possible. The Manor at Silo Falls was more than accommodating, quickly setting up a registration area and making sure participants knew coffee and breakfast sandwiches were available near the outdoor bar and gazebo.

The 2025 Gathering of the Faithful was intended to celebrate Porsche's air-cooled heritage along with the 70th anniversary of PCA and the Founders' Region. As noted before, this event began as a 356 gathering, and those cars showed up in force. As their numbers grew, we made a few placement adjustments, thanks to Pete Russell for handling those maneuvers. In total, we welcomed 22 vintage 356s, including Speedsters, Outlaws, Coupes, Roadsters, Cabs, Notchbacks, and even an Emory Outlaw.

G-body 911s followed, along with 964s, 993s, and 914s—eight of them, including three rare 914-6s. We were also joined by members from other regions, including Don Coburn from the Delaware Region with his RS America, as well as a strong contingent from the Chesapeake Region, who showed up and showed out, taking home some impressive hardware. Thanks to Steve and Marsha Buss, Chesapeake Concours Chair Paul Koenigsmark, Steve Wood, and many others for their support.



The show field through the trees. Photo by Paul Vessels.



A pristine 930 Coupe on the show field. Photo by Paul Vessels.

By day's end, 68 cars were officially registered, with roughly 75 coming and going throughout the day—not including water-cooled Porsches and a couple of Ferraris that stopped by. Many attendees enjoyed lunch at Silo Falls, while others lingered into the afternoon to watch the Commanders game.

It was a fantastic day filled with great people and beautiful cars. My sincere thanks to Ron Davis, Sandy Kemper, and Pete Russell for spreading the word in the 356 community; to Greg Brown, Marcie Calcagno, Larry Frazier, Percy White, and others for their help during a very busy day; and a special shout-out to Bill Caldron for his outstanding artwork on the signs, banners, flyers, and dash plaques. Finally, thank you to Silo Falls and their staff for hosting us.

We hope to see everyone again in 2026 for this wonderful event. DV



The crew from Chesapeake. Selfie by Steve Wood.



The show field through the trees. Photo by Paul Vessels.



Thank You Award given to Silo Falls with Der Vorgänger in the background. Photo by Paul Vessels.

2025 GATHERING OF THE FAITHFUL WINNERS

356: 1953-1965

1st	1962 B Notchback	Pete Russel
2nd	1958 A coupe	Chuck Allard
3rd	1965 C Cabrio	Larry Frazier

Early 911/912: 1965-1973

1st	1966 912 coupe	Brian Hart
2nd	1969 911S Targa	George Klouda
3rd	1967 912 coupe	Charlie Stringfellow

914: 1970-1976

1st	1970 914-6	Rick Thornley
2nd	1975 914	Gary Sidell
3rd	1973 914	Santo Giordano

G-Body 911: 1974-1989

1st	1985 Kremer 930	Mike Smalley
2nd	1976 911S coupe	Kathleen Plasket
3rd	1980 911SC coupe	Bill Caltron

964: 1989-1994

1st	1991 964 Turbo	Steve Wood
2nd	1992 964 coupe	Steve & Marsha Buss
3rd	1992 964 Turbo	Flo Lictao

993: 1995-1998

1st	1997 993TT	Greg Brown
2nd	1996 993 C4S	Neil Green
3rd	1995 993 C4 Cab	Ken Wesche

OPEN BOARD MEETING



Our President, Don Mattran speaks to interested Potomacans.

OPEN BOARD MEETING

HOSTED BY PORSCHE SILVER SPRING

STORY BY **KENNY KONG AND JASON ALDAG**

PCA Potomac wrapped up 2025 with its final Open Board Meeting of the year, hosted by Porsche Silver Spring. The meeting offered members a chance to reflect on a successful season while previewing what's ahead for 2026.

Nominating Committee Chair Henrik Ojikutu facilitated the morning's elections, with members confirming Kenny Kong as Secretary and Stephen Kiraly as Treasurer to successive terms.

Program updates highlighted a busy and well-supported year. Drive and Dine events welcomed 670 participants in 369 cars across 11 sold-out outings, supported by nearly 200 volunteers. Autocross saw more than 500 racers compete across nine events, while HPDE recorded strong participation with 1,410 drivers at six tracks over 12 events. Members were reminded that HPDE registration for 2026 opens at midnight on February 1.

Looking ahead, Carol Palitti was appointed PorscheFest Chair to lead Potomac's annual family reunion, and Vice President Alan French announced plans for a new rally event in 2026 with support from HPDE Steward Davis Eastman.

In a clear sign of the club's momentum, **PCA Potomac is now officially the largest region in North America**, a milestone driven by strong participation across events, programs, and volunteer support. This is really an incredible achievement, one that we should all be extremely proud of.

The meeting concluded with updates and rumors from Stuttgart, sparking lively discussion as the club looks toward another active year. **DV**





Left page: The event organizer Loki Babu's newly acquired PTS Green Yellow 2025 GT3 RS.

Left: More than 70 GT cars in attendance.

SEVENTH ANNUAL PORSCHE GT MEET

RAISING THE BAR AT PORSCHE TYSONS CORNER

STORY BY **LOKI BABU AND JASON ALDAG**

PHOTOS BY **LOKI, LOGAN, CARSON, CHEWY, HARRISON, JOSHUA, JULIAN, MOE AND NEIL**

Even without the sun, the 2025 GT Meet delivered a vibrant reminder of just how bold, and varied, modern Porsche enthusiasm has become.

The 7th annual Porsche GT meet returned in late fall, showcasing one of the most visually compelling gatherings of performance cars in the region. Hosted for the first time at Porsche Tysons Corner, the event brought together more than 70 GT cars, over a dozen exotics, including McLarens, Lamborghinis, and Ferraris, and roughly 20 non-GT Porsches.

Although storm warnings loomed earlier in the day, the rain never arrived. Instead, overcast skies delivered ideal lighting conditions, much appreciated by DMV photographers capturing the wide range of cars on display. Attendance was

slightly lighter than anticipated, likely due to the Columbus Day long weekend, but the quality and variety of vehicles more than compensated.

Among the highlights was organizer Loki Babu's newly acquired PTS Green Yellow (auf Deutsch: Gelbgrün) 2025 GT3 RS, showing just 20 miles on the odometer. While last year's Carrera GT was absent, the surprise appearance of a McLaren Senna, one of only 500 produced worldwide, quickly became a standout moment.

The event also impressed with its color diversity, featuring rare and special Porsche hues including Nato Olive, Gulf Blue, Viola, Ruby Star, Arena Red, Lava Orange, Oak Green Metallic, Chalk, and Shark Blue. **DV**



The event also impressed with its color diversity, featuring rare and special Porsche hues including Nato Olive, Gulf Blue, Viola, Ruby Star, Arena Red, Lava Orange, Oak Green Metallic, Chalk, and Shark Blue.



...more GTs...



...as far as the eye can see.



A Lava Orange GT3 RS with Guards Red and Shark Blue GT cars behind.



A 997 GT2. The last GT2 to claim "The Widowmaker" moniker.



OMP

029

SPB



← Henry



Left page: Robbie Wilson sits on the grid waiting for the 2025 NJMP Club race to begin. Photo by Dave Cunicelli.

Left: Robbie Wilson in the paddock.

A PERFECT SEASON

POTOMAC PCA MEMBER ROBBIE WILSON EARNS THE 2025 PCA CLUB RACING SPEC BOXSTER NATIONAL CHAMPIONSHIP

STORY BY **STEVE WILSON**

In November, the 2025 Porsche Club of America Club Racing season wrapped up with its final event at Circuit of the Americas (COTA) in Austin, Texas. Over the course of the year, drivers from across the country accumulated points toward their respective National Championships, no small feat, particularly in the highly competitive Spec Boxster class, which featured 114 racers nationwide.

This year's champions will be recognized at the first PCA Club Racing event of 2026, scheduled for late January at Sebring International Raceway. For one Potomac Region member, the COTA finale would prove decisive.

Robbie Wilson, campaigning his familiar Care Bear–liveried Spec Boxster, entered the weekend leading the national points standings after the Summit Point Club Race. But the championship was far from settled. A close friend and fierce competitor, Rob Walker of California, still had a mathematical shot at the title, provided he could sweep all three races at COTA.

SO WHAT DEFINES A “PERFECT” RACING SEASON?

For some drivers, it means finishing every race entered without incident. For others, it's measured in podiums, trophies, track records, or even a coveted Worker's Choice or Best Prepared Car award. But in PCA Club Racing, perfection is ultimately defined by points.

At each race weekend, three races are contested. Points are awarded for finishing position (up to 10 points) and bonus points for each competitor a driver finishes ahead of (up to 5 points), for a maximum of 15 points per race. Only a driver's top 13 races count toward the championship, meaning competitors must attend at least five race weekends to be eligible. Thirteen races times fifteen points max per race is 195 points. In addition, five event points are awarded for each weekend completed, for a maximum total of an extra 25 event points per season on top of the 195 possible race points.

Do the math, and a "perfect" season totals 220 points. In the event of a tie, the results from the 14th race serve as the tiebreaker.

Wilson is no stranger to success. Driving his SP2 944, he earned national titles in both 944 Cup and PCA overall in 2015, 2019, and 2020. He still holds SP2 track records at Sebring, New Jersey Motorsports Park (NJMP), Virginia International Raceway (VIR), and Summit Point. In 2025, driving the Boxster, Wilson added SPB track records at VIR, NJMP, Watkins Glen, and Summit Point, missing Lime Rock by just 0.025 seconds in dry Friday conditions before torrential rain turned Saturday into a race of survival rather than speed. Over his decade with PCA, Wilson has also collected nine Worker's Choice Awards.

In 2025, Wilson finished first in every race he entered, earning the maximum 15 points in all but one: the rain-soaked Lime Rock enduro, where a small class field limited his total to 14 points. He also skipped the VIR enduro, leaving those two races to loom large as potential tiebreakers later in the season.

After Summit Point, Wilson sat on a perfect 220-point total, but the championship still hung in the balance. Friend and competitor Ron Walker entered COTA with two 12-point races among his top thirteen, trailing Wilson by six points. A three-race sweep at COTA would have replaced those results with three 15-point finishes, creating a tie in the top 13 races and shifting the championship to the 14th-race tiebreaker, where Walker would have edged Wilson by a single point.

That scenario ended quickly. Walker finished second in the opening race at COTA, eliminating any remaining path to the title and securing Wilson's place as the only driver in PCA Club Racing to complete a season with the maximum 220 points.



The CareBear Boxster sits in the paddock under the rainbow during the 2025 Summit Point Club race weekend. Photo Credit: Steve Wilson.

THE YEAR, HOWEVER, WAS NOT WITHOUT DRAMA.

Skipping the VIR enduro, necessary due to work commitments, nearly proved costly. After four days of coaching and racing, Wilson had to depart early to return to his day job as a mechanical engineer at Northrop Grumman. At the time, a national championship seemed a distant possibility.

Then came the Watkins Glen enduro. About one-third of the way through the race, Wilson elected to make the mandatory five-minute pit stop under a local yellow, anticipating a potential full-course caution. As he entered pit lane at speed, a slower car abruptly moved across his line and braked, forcing an evasive maneuver. Although the pit stop itself was flawless, race officials assessed Wilson a stop-and-go penalty for an "unsafe pit entry," dropping him nine positions and costing roughly 30 seconds.



Robbie in Turn 9 at the 2025 Summit Point Club race. Photo by Bob Helton.



Potomac members Robbie Wilson and Hunt McMahon finish 1-2 at the Watkin's Glen club race in Spec Boxster PCA Club Racing.

Quick calculations by his crew chief (and father), Steve Wilson, showed the leader was still within reach. With two laps remaining, Robbie executed the pass and reclaimed the top step of the SPB podium.

NJMP delivered another test. Wilson, who prefers to head to the grid early, climbed into the car for the second race only to find it completely dead. The culprit was a known Boxster weak point: a failed immobilizer. Thanks to quick thinking and unselfish help from Max Alexsack of Provost Motorsports, the immobilizer, DME, and key head were swapped just in time. Wilson reached the grid seconds before it closed, started on pole, and drove to yet another victory.

By season's end, Wilson had competed at five tracks, set four records, and completed 337 racing laps without contact, mechanical failure, or incident. His nine career track records rank him sixth among all PCA Club Racing drivers, and two more Worker's Choice Awards added to an already impressive résumé.

As a privateer racing on a shoestring budget, Wilson's season stands as proof of what's possible in PCA Club Racing: talent, preparation, perseverance, and just enough luck, can produce something special.

Almost perfect? Maybe. But by the numbers, Robbie Wilson's 2025 season was as close as it gets. **DV**



Bruce Borgelt's 930 this year at the PCA Boardwalk Reunion.

MY PORSCHE 930 TURBO REUNION STORY

STORY BY **BRUCE BORGELT**

PHOTOS BY **GARY ROBERTSON AND BRUCE BORGELT**

It would not be my first or last Porsche, but it was my second and my fourth. I had previously owned a silver 924 in Houston, a perk of my position as a staff radiation oncologist there. After we moved to Las Vegas, yes, Las Vegas, in 1982, my wife gave birth to our first son, and I had to trade it in for a larger sedan. I missed that car. Fate, however, was in my favor.

In late 1985, I was seeing a patient for a follow-up visit when he asked if I would be interested in buying his Porsche. Sight unseen, my Pavlovian response kicked in, and I told him I most definitely was. I had recently become a full partner in my group and was feeling flush, so the \$26,000 price tag, as I recall, did not seem extreme. I bought the car in early 1986.

All I knew was that it was a 1979 light blue 911 with a tea tray and really cool Turbo decals on both sides. It had a citizens band antenna mounted on top. The interior featured Pasha and black leather seats, and the word Turbo was inscribed on the driver's-side rear seatback. I had once owned a 1966 Ford Mustang, which I was convinced would someday become a classic. I did not realize at the time that I had just purchased the iconic Porsche 930.

It became my daily driver. What impressed me most was how fast it was. When I had the car in second gear and punched the accelerator, after the expected lag the turbo kicked in, pushing me back into my seat with force. I enjoyed picking my spot to enter the expressway. I must admit, I earned a few tickets. Las Vegas at the time was still a small city, with a total population of about 250,000 across the entire valley, so the roads were uncrowded.



Separated for more than 20 years, Bruce Borgelt tracked down and bought back his 930 Turbo. Here he is in September with the “Widow Maker”.



The distinctive 930 Pasha interior.

Maintenance was reasonable. My first bill, to replace a volume switch, repair the driver's-side door lock, replace a valve and gasket, weld the tailpipe, and replace the hood shocks, was \$360. The only major repair I had to make was replacing the turbo after it blew through all but two liters of oil on the way back from an enjoyable weekend in Santa Barbara. That cost \$1,600. Oh, the good old days.

After that incident, my wife was afraid to take the car any distance and became convinced that I would eventually kill myself in the “Widow Maker.” Reluctantly, I sold it in 1989 to a close friend who was also one of my partners. That car stayed on my mind constantly, and whenever the subject came up, I reminded my dear spouse that she had made me sell it.

I drove a few Mercedes 560SECs after that, but they just weren't a Porsche. Around 1990, I was offered a Guards Red 964 Carrera 4 by a California dealer, and I immediately bought it, trading in a Mercedes I had owned for only one month. This was one of the first cars imported to American dealers for display the year before being offered for sale, another car I wish I had kept.

One winter, with my son in the passenger seat, I drove it up a 10,000-foot mountain covered in snow and ice, past cars and trucks stuck on the side of the road. My son still reminds me of this. I loved the way that car handled the curves. After a few years, I sold the Carrera 4, though I can no longer remember why.

We subsequently moved to Boston in 1996, the 930 still on my mind. After I retired from practice, we again moved to Northern Virginia to be near our older son and daughter-in-law. We enjoy spending time with our two young granddaughters and being close to family.

Both of my sons caught the Porsche fever. My older son first owned a 987.1 Cayman S and now drives a 996.2 Carrera 4S. My younger son has a 944.

The second chapter of my 930 story began in late 2023. I was visiting Las Vegas to attend a conference and had lunch with the friend to whom I had sold the car. During our conversation, I asked if he still owned it. He told me he had kept it in his garage over the years and was thinking of selling it. I repurchased the car and had it shipped back to Tysons Corner in February 2024. I was out of town at the time, so my son eagerly accepted delivery.

I have had it serviced at Intersport Performance and, although it is a little worse for wear cosmetically, it is mechanically sound. I take it out for a drive almost every week, with my wife usually accompanying me. We enjoy drive-and-dines and weekend trips to destinations around the area. My son and I take our cars to local Cars and Coffees and, for the past two years, have driven together to the Ocean City, New Jersey Boardwalk Reunion in October. This year, I was able to get a great photo of the car on the boardwalk.

My older son has placed himself first in line to inherit my 930. I will be turning 80 this year, and he is treating me to a track drive at the Porsche Experience Center in Atlanta.

I recently added a 2016 Panamera 4S as our family car and am enjoying it, though getting used to its larger size remains a challenge. My 930 remains my favorite, and I feel that I was destined to own it this second time. It was waiting for me all those years. **DV**



Left page: Old Town Alexandria's colorfully painted 19th century row houses provide a contrasting backdrop for Hans Yu's sleek black GT3 RS Weissach. Photo by Ted Hovis.



This Porsche 917KH, wearing the legendary Martini Racing livery, won overall at Le Mans in 1971 on display at the Porsche Museum in Stuttgart, Germany. Photo by John Mills.



Captured not far from my house during sunset, using the help of a "stunt driver." Paradoxically, the fastest looking photos are captured at the slowest speeds! These were around a meager 10 mph! Photo by Scott Bowen.



Staying at the Schlossrestaurant Neuschwanstein is the only way travelers are permitted to drive their car up the mountain to the castle. It afforded Steve and Lynn Cook a unique photo opportunity with their new 911 Turbo S. Photo by Steve.

FAVORITE FOTOS 2025

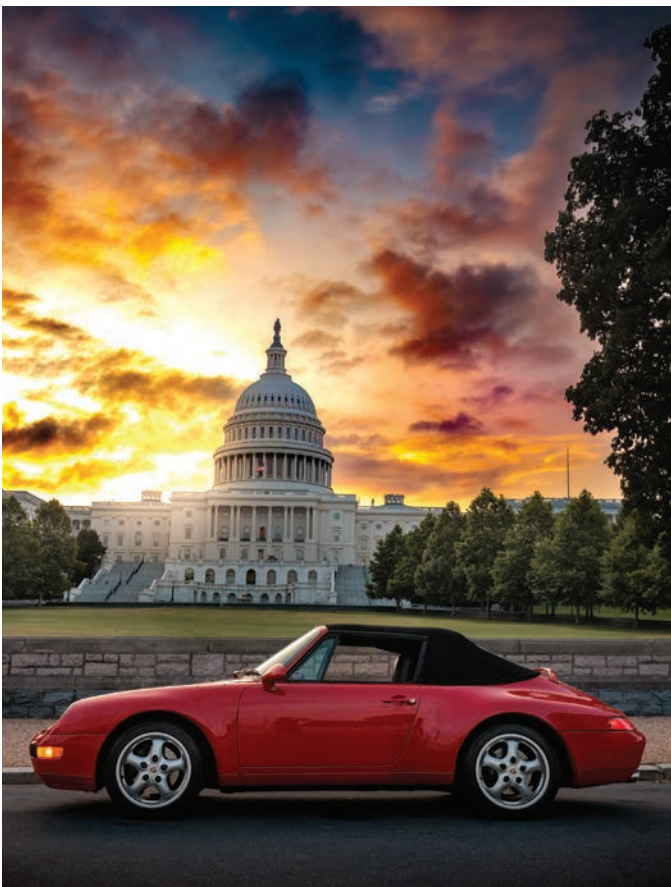
Each year, our members and contributors capture remarkable moments that celebrate both our region and our shared passion for Porsche. From quiet back roads and scenic overlooks to bustling events and unforgettable days at the track, these images reflect the creativity and dedication of our photography community. While many photos appear throughout the pages of *Der Vorgänger*, some exceptional images don't always find a natural home within an article. This annual collection is our chance to showcase those favorites, photos we loved, admired, and simply didn't want to leave unseen. **DV**



Left page: A 1963 356 SC at Luftgekühlt 11 in Durham, North Carolina. Photo by Scott Bowen.



A 1998 Porsche 911 GT1 Straßenversion on display at the Porsche Museum in Stuttgart, Germany. One of only 20 produced. Photo by John Mills.



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.



"Chip Hart Racing" Porsche 911 GT3 R leads the AWA Chevrolet Corvette Z06 GT3 R in drying conditions at the IMSA WeatherTech Six Hours at Watkins Glen in June. Photo by Hank Allen.



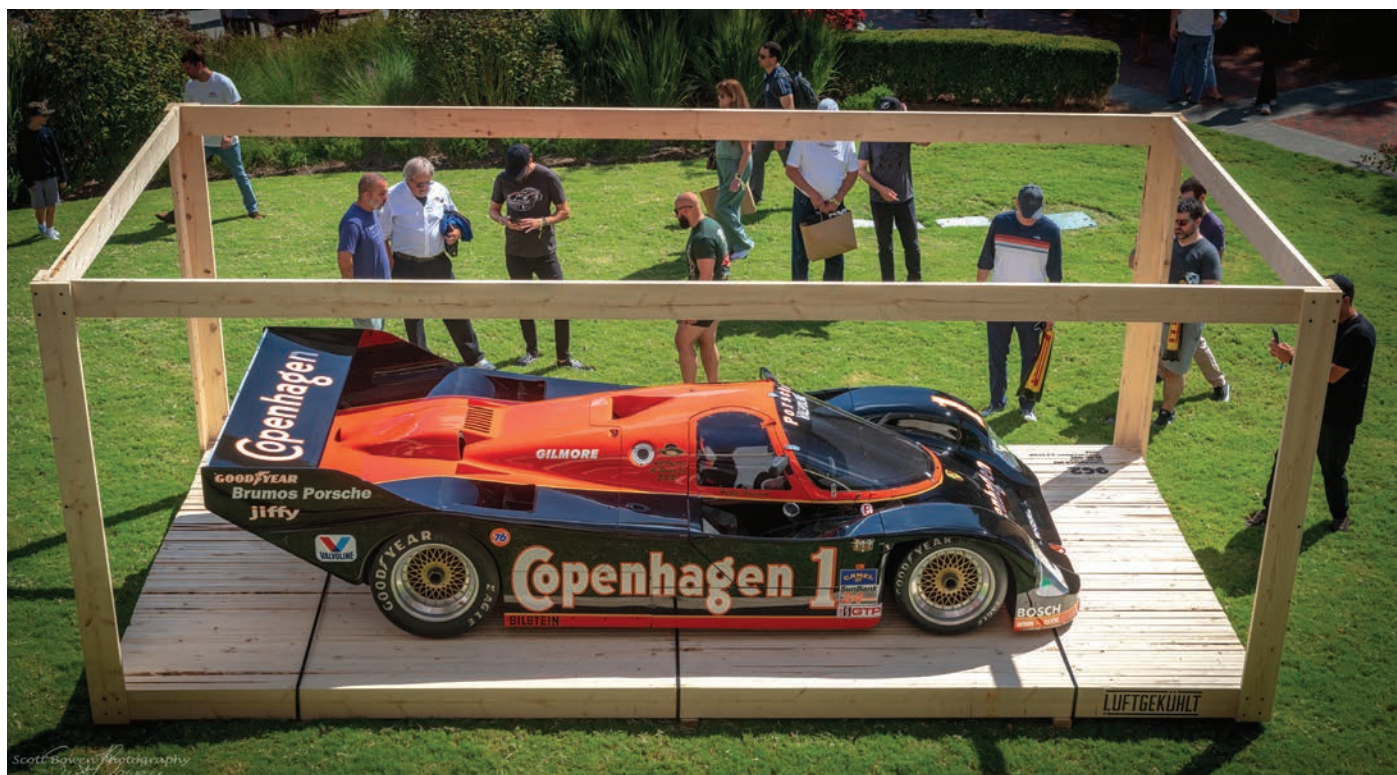
The Germans go "all in" with pre race festivities at the 24 Hours of Nürburgring. Photo by John Mills.



An early 912 at Luftgekühlt 11 in Durham, North Carolina. Photo by Scott Bowen.

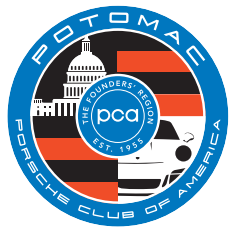


This Aqua Blue Metallic GT3 RS was spotted at the Sixth Annual Porsche GT Meet in Tysons Corner, Virginia.



This 1986 Porsche 962 played a significant role in A.J. Foyt's IMSA career. It is part of the Brumos Collection and was on display at Luftgekühlt 11 in Durham, North Carolina. Photo by Scott Bowen.

**NOVEMBER
2025**



NEW POTOMACANS

NOVEMBER

HAIDER ALI
2019 Panamera
from Leesburg

JAMES BERESH
2009 Boxster
from Lowes Island

JAMES BOWDEN
2003 911 Carrera 4S
from Brandywine

JUSTIN CARNEY
2006 Cayman S
from Frederick

DAVID CHU
2006 911 Carrera 4S
from Rockville

NUNZIO COMO
2013 Boxster S
from Frederick

PRIAMO COMPRES
2025 Macan Turbo (EV)
from Lake Ridge

ALEX CREWS
2019 911 GT3 RS
from Fairfax

MICHAEL DESARNO
2020 911 Carrera S
from Bristow

VINOD DORAI
2007 911 Turbo
from Arlington

ILONA DUBUSKE
2026 Macan GTS
from Falls Church

TROY FEAST
2016 911 GT3
from Waldorf

ALBERTO GOMEZ
2007 911 Carrera 4S Cabriolet
from Falls Church

MICHAEL GORDON
2024 Cayenne Turbo GT
from Round Hill

GREG HADLEY
2014 Cayenne
from Fairfax

SAMUEL HENDERSON
2013 Boxster
from Alexandria

DIN-MING HSIN
2007 911 Carrera 4S
from Bethesda

STEVEN IRIZARRY
2024 911 Targa 4S
from Arlington

STEPHEN JONES
2007 911 Carrera S
from Gainesville

CING-DAO KAN
2009 Boxster
from Fairfax

BRANDON KAVANDI
2024 911 Carrera T
from Germantown

DIANA KELLEY
2006 911 Carrera 4S
from Washington

MARK LINDSAY
2026 911 Carrera 4S Cabriolet
from Potomac

MARCO ROJAS
2012 911 Carrera GTS
from Fairfax

DANIEL SHEA
1988 944S
from Reston

JOHN TIRRELL
2023 Cayenne Coupe
from Gainesville

MAURICE TURNER
2024 Macan Turbo (EV)
from Washington

KHAI VO
2022 911 Carrera GTS
from Bristow

ROBERT WOODWARD
2025 911 Carrera
from Herndon

NEW MEMBERS = 29

MEMBERS TRANSFERRING TO POTOMAC IN NOVEMBER 2025

ESTER CROSS
2023 718 Cayman
from Washington

HOWARD YEE
2016 Cayman GTS
from Annandale



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Mark Freeman
Kerry Scanlon
Marcio Avillez
Salim Khoury &
Myriam Ferzli

10 YEARS

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James Dennis
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Bill Brohard

15 YEARS

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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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A QUIET SKYLINE DRIVE

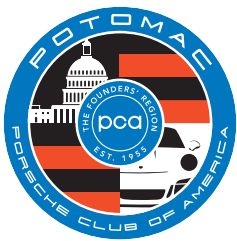
PHOTO BY **SCOTT CRAWFORD**

Winter often reveals Skyline Drive at its best. The air sharpens, traffic fades, and the road settles into a quieter rhythm. On this particular day in the Shenandoahs, member Scott Crawford encountered just three other cars during his drive.

This image was taken at the Hogwallow Flats Overlook, with Scott's Chalk 911 Carrera S in the foreground, fitted with winter tires and framed by the stark winter landscape.

Regular Skyline drivers may recognize the dead tree in the background, a landmark that seems to endure as the seasons change.

With dry pavement and crisp air, the conditions were ideal for an unhurried drive. Photos like this remind us why we drive, not for spectacle, but for those quiet moments of connection between car, road, and place. **DV**



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