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REGION, POTOMAC,
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EDITOR

Steve Grumbach

dveditor@pcapotomac.org

CO-EDITOR

Jason Aldag

jaldag@pcapotomac.org

CONTRIBUTING PHOTOGRAPHERS

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

DESIGN

John HR Mills

dvdesigner@pcapotomac.org

COPY EDITOR

Joe Minarik

CONTRIBUTING WRITERS

Alan French, Glenn Havinovski
& Stu Wirtz

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Cover photo is of a 1953 Porsche 550 Coupe chassis 001 at Luftgekühlt 11 in Durham, North Carolina. This iconic Porsche is from the Revs Institute's collection. Back cover photo is of an early 912 also at Luftgekühlt 11. Story on page 18. Photos by Scott Bowen.



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Blessings



Steve Grumbach
Editor

As I write this, just before Thanksgiving, I find myself especially reflective and grateful this year. As some may have heard, I was recently diagnosed with glioblastoma, a fast-growing primary brain tumor. I've learned that anytime an oncology doctor tells you that you have something ending in "-noma," it's serious. The diagnosis came as a complete surprise, with no symptoms at all. Fortunately, I have excellent doctors who know how to treat it, and treatment is underway. No one is pulling back a curtain here; while this presents challenges to my mobility and daily life, I'm receiving outstanding care and adjusting to a new normal. Current therapies focus on prolonging survival and improving quality of life rather than achieving a cure.

During this time, I've drawn great comfort and strength from the outreach, help, and visits from so many Potomac club members. You have given me more than I

could ever have imagined. You've been more like family, blessing me every day with your kind words and actions.

As we gather with those closest to us during November, a month of gratitude and thanksgiving, I find that I have more than most to be thankful for. I'm deeply grateful for my association with the wonderful friends of PCA Potomac, for our adventures together, and for the support and fellowship you've offered and shown. As is often said, we come for the cars but stay for the people. Thank you.

We live in remarkable times. I've had surgery, and treatments continue. We are fortunate to live in Northern Virginia, with extensive and capable medical facilities close by. My superb doctors are optimistic about a prolonged lifespan, and so am I. Results thus far have been favorable. Still, as I sit and contemplate this challenging

moment, I'm reminded of the song "Til I Die" by the late Brian Wilson of the Beach Boys, in which he considers his powerless place in the universe. He sang: "I'm a cork on the ocean, floating over the raging sea... I'm a leaf on a windy day. Pretty soon I'll be blown away... These things I'll be until I die."

I miss driving my Porsche and actively participating in our events, but I'm now home with my beloved dogs and settling into this new chapter. I plan to continue as Editor for as long as I'm able.

Thinking of this in automotive terms, I got a check-engine light and had the old boy serviced; I'm not running on empty. You could say I'm air-cooled and had a full overhaul. So, let's fire it up and roll on. DV

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Carry the Potomac Spirit All Year Long!

By the time you receive this issue, we will all be smack-dab in the middle of the holiday season. I sure hope everyone has had a joyous and safe time so far with family and friends. I know most of us consider PCA Potomac to be our family AND our friends. If you don't feel that way, please send me an email (president@pcapotomac.org) because I'd love to talk with you and let you know how you can become part of this really fun family!

In this holiday season, I'm sure most of us spend time reflecting on how fortunate we all are to be able to enjoy these amazing Porsche cars with people we consider family. I'm hoping we can all keep this attitude of gratitude year-round and not just during the holidays (this doesn't

sound too preachy does it?!). I do think this gratitude is expressed year-round through the very generous donations many of us have made to our Community Service partners. These are primarily the Erin Levitas Foundation, Montgomery College Tools Scholarship Program, Toys for Tots and Camp Porsche. While we don't have an exact final number yet, I estimate that our members have donated close to \$100,000 this year. This effort is currently led by Marcie Calcagno and Randi Dutch. When you see them next, please express your profuse thanks for all their hard work and enthusiasm. I will tell you that if you ever need a pick-me-up, spend some time with Marcie, but be careful, she is so passionate about Community

Service, she will convince you to support something that was never on your radar – ask me how I know! I am very proud to be part of a club that is so caring about the community.

Speaking of Community Service, I must acknowledge the Kaunitz family. Pat and Michael have done so much for our club over the past many years, exercising outstanding leadership, passion, and enthusiasm. They are moving to Colorado, so we won't see them as much as we are used to, but we should see them at some events next year. They will be sorely missed. Please thank them heartily when you next see them!

Cheers to an even better 2026! DV



Don Mattran
President

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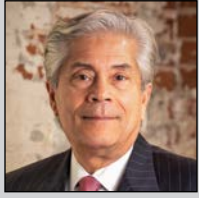
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Don Mattran
president@pcapotomac.org



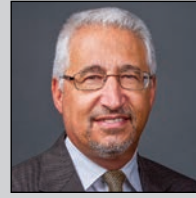
VICE PRESIDENT

Alan French
vicepresident@pcapotomac.org



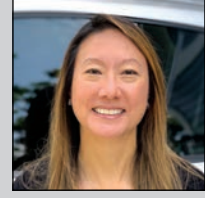
SECRETARY

Kenny Kong
secretary@pcapotomac.org



TREASURER

Stephen Kiraly
treasurer@pcapotomac.org



PAST PRESIDENT

Diane Sullenberger
pastpresident@pcapotomac.org

PROGRAM LEADERSHIP & VOLUNTEERS

AUTOCROSS

Paul Brockman & Mike Trusty
autocross@pcapotomac.org

CLUB RACE

Allie Conley & Glenn Wolhuis
clubrace@pcapotomac.org

COMMUNITY SERVICE

Marcie Calcagno & Randi Dutch
communityservice@pcapotomac.org

CONCOURS

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

DRIVE & DINE

Mike & Jackie Peters
driveanddine@pcapotomac.org

HISTORIAN

George Whitmore
historian@pcapotomac.org

LEGAL OFFICER

Gary M. Sidell
legal@pcapotomac.org

MEMBERSHIP

Allie Conley & Christina Widodo
membership@pcapotomac.org

NOMINATING

Henrik Ojikutu
nominating@pcapotomac.org

PORSCHEFEST

Carol Palitti
cpalitti@pcapotomac.org

RALLY

OPEN
rally@pcapotomac.org

SAFETY

Dirk Dekker
safety@pcapotomac.org

SOCIAL

Lou Bartolo
social@pcapotomac.org

SOCIAL MEDIA COORDINATOR

Bill Schwinn
socialmedia@pcapotomac.org

SPONSORSHIPS

Steve Lebowitz
sponsor@pcapotomac.org

TEEN DRIVING SCHOOL

Doug Hough & Wendy Chetney
streetsurvival@pcapotomac.org

VOLUNTEER COORDINATOR

Lauren Tilton
volunteer@pcapotomac.org

WEBMASTER

Ron Flax
webmaster@pcapotomac.org

DRIVER EDUCATION

Chairs

Bob Mulligan & David Dean
dechair@pcapotomac.org

Cashier

Carol Palitti
decashier@pcapotomac.org

Chief instructors

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

Instructor Development

Ron Tilton and Henrik Ojikutu
ron.tilton@pcapotomac.org

New Driver Ambassador

Lara Peirce & Jim Musgrave
driverambassador@pcapotomac.org

Registrars

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

Tech Inspection

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

Track Coordinator

Ron Tilton & Jordan Applebaum
trackrentals@pcapotomac.org

Track Registrar

Kenny Kong
trackregistrar@pcapotomac.org

Track Stewards

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

Women's HPDC

Colleen Reiche
colleen.reiche@pcapotomac.org

DER VORGÄNGER

Editor

Steve Grumbach
dveditor@pcapotomac.org

Co-Editor

Jason Aldag
jaldag@pcapotomac.org

Advertising

Alan French
advertising@pcapotomac.org

Copy Editor

Joe Minarik
jminarik2@aol.com

Design

John HR Mills
dvdesigner@pcapotomac.org

ZONE 2 REP

Phil Grandfield
zone2reppca@gmail.com

NATIONAL SAFETY

Dan Dazzo
safety@pca.org

NATIONAL HPDE CHAIR

Mia Walsh
mia@pcapotomac.org



CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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

DECEMBER



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

JANUARY



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



17 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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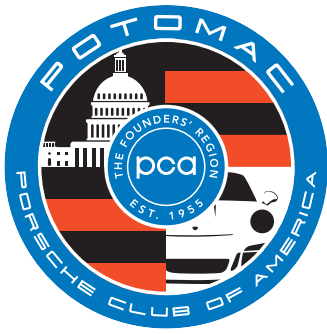
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POTOMAC PROGRAM HIGHLIGHTS

DRIVE & DINE



Mike Peters and Nichols Makrides lead group 2 into the winery in the Miami Blue GT4.

DRIVE & DINE'S SEASON FINALE AT MORAIS VINEYARDS AND WINERY

STORY BY **LUKE POPOVICH AND PAUL F. JOHNSTON**

PHOTOS BY **STEVE GRUMBACH AND KEN MARKS**

PCA Potomac may have saved the best for last. Under a forecast as reliable as an Italian train schedule, the club's season-ending Drive & Dine to Morais Vineyards and Winery began with morning clouds over Intersport Performance Auto in Ashburn, Virginia, but by the time the final group headed out, warm sunshine and pale blue skies had taken over, lighting up the vivid colors of peak autumn.

Intersport, which has generously hosted our annual finale since 2018, provided the launchpad once again. Their showroom was so packed with Porsches of every model, year, and color that in some places visitors had to turn sideways just to pass through. Sixty-plus drivers gathered in six groups, receiving directions and a review of the rules from Drive & Dine Co-Chair Mike Peters and Vice Chair/Event Host Leroy Mills, whose skill at picking a sunny day is now the stuff of legend.



Kyle and Gina Stumph appear with smiles for miles in their 2004 996TT.

The Morias Vineyards Drive & Dine has become our club's true fall classic.



Row after row of Porsches line the parking lot at Morais Vineyard and Winery.

The 57ish (60ish) mile route wound through the rural backroads of Loudoun and Fauquier Counties, some newly surfaced, others rolling through brilliant scenery. Evergreen Mills, Antioch, and Blantyre Roads were virtually ablaze in russet red, amber, and gold. Inspired by the sights, one could almost hear Edith Piaf in the wind, or, in Luke's case, himself warbling "The falling leaves... drift by my windshield." It was, in every sense, 90 minutes of group therapy for only the cost of registering.

Traffic thinned as the groups moved into more remote areas, and the drive settled into that trademark Potomac rhythm: good weather, great roads, and even better company. Some drivers tested the new RoadStr navigation app (currently Apple CarPlay only) using its intuitive interface and waypoint-based routing to stay with their group. Its audio prompts proved seamless and more review and discussion are sure to follow as the company rolls out Android integration and a motorcycle version.



The drive groups organize before departure from Intersport Performance before heading to the vineyard. Steve Kaye and Dory Thomas lead group 5 in their 2021 Cayman GT5 4.0.

Arriving at Morais Vineyards, drivers were guided into the expansive tree-lined parking lot, already well stocked with Porsches of every color, vintage, and configuration. Under a warm November sun, club members enjoyed tastings, food trucks, and the winery's hospitality, along with the remarkably eclectic Morais car museum. If Intersport was the high-octane start, Morais was the perfect finale: a gracious destination, a warm welcome, and a backdrop tailor-made for conversation about our favorite subject, our cars.

The success of the event reflects an impressive level of organization and care. Drive leads and sweeps Leroy Mills, Alan Banks, Mike Peters, Jeff Vonasek, Glenn Havinovski, James Henry, Jim Moser, Steven Sturmer, Stephen Kaye, Sheldon Keith, Arthur Quintana, and John Whisler managed



Drive & Dine Co-Chair Mike Peters and Event Host LeRoy Mills introduce the volunteer leads and sweeps.



Driver orientation at Intersport Performance, Ashburn. Drive & Dine Co-Chair Mike Peters and Event Host LeRoy Mills conduct the drivers safety briefing to the nearly 100 participants.

the groups with precision and good humor. For first-time D&D participant Paul F. Johnston, more familiar with motorcycle group rides across the DMV, the preparation, clarity, and execution stood out. The registration packet alone answered every question before he arrived.

As clouds gathered over Washington later in the day and engines pointed homeward, the feeling was unmistakable: this was a true fall classic, a perfect sendoff to the season. For all the scenery, sunshine, and spirited roads, the real highlight was the people who make PCA Potomac what it is, a community as warm and welcoming as the November sun. DV



This event was so popular that Groups 5 and 6 had to stage in a designated overflow location.



Following the drive, the group gathered to socialize and sample the fine fares from the vineyard.



The classic German collection drew attention and envy.



The vehicles were not limited to cars but included a fascinating variety of bikes. This lovely carriage looks like it would take some healthy motivation!



Seen at the entrance of one of the display barns at Morias Vinyard. Said Antonio Pedro Conceicao, "I want to express my sincerest appreciation to my wife Lisa Morais for allowing me to test drive her Porsche 964 over the course of 17 years and 61 races, excluding track days prior to acquiring my racing license. I can confidently attest that the car drives very nicely, and she owns one of the finest-engineered cars ever produced. Long live her 964!"



COMMUNITY SERVICE



Community Service Chair Marcie Calcagno collects donated coats.



A portion of the 500-plus pounds of food and toiletries donated by PCA members at the at the Cars & Coffee in Clifton, Virginia.



Community Service Vice Chair Randi Dutch with PCA member Leo Kahng at the Cars & Coffee in Clifton.

PCA POTOMAC RALLIES TOGETHER FOR THOSE IN NEED

STORY BY **MARCIE CALCAGNO**

Randi Dutch, Vice Chair of the PCA Potomac Community Service Committee, can often be found twice a month at the Cars and Coffee event in Clifton, Virginia. What she encountered this fall was an increased need for food and toiletries in this Northern Virginia community. Working with event coordinators Reed Hitchcock and Leo Kahng, PCA members were notified of the need and rose to the challenge, donating food and toiletry items essential for families facing food and financial insecurities. The donations benefitted multiple social service organizations in the area and were greatly appreciated.

The PCA community rallied once again to collect new and gently used coats for the Salvation Army, with donations going to individuals and families in need and providing warmth for the winter season. The coats were collected in coordination with the Drive & Dine event to the Morais Winery, resulting in a total of 27 warm coats donated.

Thank you to everyone in the PCA Potomac community for helping our neighbors meet their basic needs during these challenging times. **DV**

COMMUNITY SERVICE



Young drivers learning how to get the family grocery-getters out of trouble.

2025 TIRE RACK STREET SURVIVAL SCHOOL

STORY BY **DOUG HOUGH AND WENDY CHETNEY**

Think back to when you were a teenager, and suppose your parents told you that you needed to stay home on Saturday night. You were going to have to get up before 6:00 am the next day and ride with them to West Virginia to attend a one-day school. NOT a happy prospect.

On the other hand, suppose you were a teenager, and your parents told you that you were going to spend all day Sunday at a track, driving the family car and maneuvering it in ways you would NEVER be able to do on the highway. Definitely, a more enticing prospect.

As it turns out, the Tire Rack Street Survival (TRSS) program, conducted by PCA Potomac at Summit Point Motorsports Park on Sunday, October 27, was both. Teenagers did have to get up early to get to the track by 8:00 am. They did have to sit in a classroom. But, they did get to drive their car in ways that they probably never did before.

TRSS is a national teen-driver safety program founded in 2002 by the BMW Foundation. Its core purpose is to teach young drivers how their car behaves at the limits and how to handle real-world emergencies before they encounter them. The emphasis is on using the student's own car, so they learn exactly how their vehicle responds in critical situations.

This year's Potomac event brought together 28 students, supported by 15 coaches and eight volunteers. Students spent the day rotating between classroom instruction and hands-on driving sessions. In the classroom, they learned proper seating and hand positions, mirror setup, long-distance vision, and the importance of situational awareness. They also discussed the dangers of distraction, from phones and passengers to music and simple inattention, and why seatbelts for every occupant are non-negotiable.



Tire Rack Street Survival students and coaches.



Dirk and Bill setting off airbag.

On course, students applied those lessons directly in their own cars with a coach beside them. They worked through a wet skid pad for skid control and recovery; ABS and threshold braking combined with accident-avoidance lane changes; and a slalom designed to teach smooth inputs and weight transfer. In the afternoon, all three elements were linked into a continuous loop to mimic the unpredictable nature of real-world driving.

The in-car coaches did more than provide guidance. They also purposely distracted the students by asking irrelevant questions, playing with the radio, and even trying to show the student videos on their mobile phones. The point was to demonstrate how fast conditions can change on the road and what can happen when the students are not focused on driving.

After a quick lunch, students and their parents got to watch Dirk Dekker and Bill Calcagno demonstrate what happens when an airbag deploys. Although we had only side panel bags, their deployment was impressive: A loud bang, with the bags reaching 15-20 feet in the air. Students certainly got the point.

Participation requires that students be at least fifteen with a permit or license, have logged at least 25 hours of driving, and, if they hold a permit, have held it for at least half the amount of time required by their state before taking the licensing test.

Although the program is a lot of work and a lot of fun, we always wonder whether it makes a difference. The Sunday after the event, we received a text from a father whose daughter had participated in the program: "Hey there! [My daughter] was driving to work this morning and was traveling on I-695 when a deer jumped out in front of her. She said she executed a perfect, abrupt lane change flawlessly. Thank you for recommending this course for her."

As always, we have a lot of people to thank for their contributions to TRSS. First, the instructors who gave up yet another Sunday at the end of a very active DE and AX season. Second, our leaders: Course Designer Kevin Keaty and the Autocross team who set up the on-course exercises the day before; Registration Lead Jordan Applebaum, whose team registered students and collected waivers; and Tech Lead Bill Calcagno, whose team inspected students' vehicles at the beginning of the day. National Instructor Rafael Garces, who helped create the TRSS program 20+ years ago, was invaluable in leading four classroom sessions as well as assisting with course design. And, finally, a special thanks to Dirk Dekker, who was both Field Marshal and the conductor of the airbag deployment.

Next year's TRSS is scheduled for Sunday, October 25, and PCA Potomac is exploring the addition of a second event in the spring. DV





Left page: A rare and valuable 356 Speedster (1953-1956) in a unique color combination in the foreground. Other 356s carefully curated and displayed in the background.

Left: A G Body 911 produced from 1974 to 1989 sporting period correct gold center BBS mesh wheels.

CHASING LUFTGEKÜHLT 11 IN A 993 CALLED “KEANU”

STORY BY **DAN SALSBUY**

PHOTOS BY **SCOTT BOWEN**

Would you take a pristine 1995 993 Carrera 4 on a 500-plus-mile round trip from Arlington, VA to Durham, NC? The answer should always be an emphatic yes.

Throw in the opportunity to attend Luftgekühlt 11, the ode to all things air-cooled in the Porsche family tree (which took place in early October) and you’ve got the perfect excuse for a road trip.

When tickets to Luft 11 dropped online, I quickly purchased two and planned to drive my 1982 911. But after mentioning the idea to Diane Sullenberger, and realizing the show was featuring the 993, we decided to take her 993 C4, nicknamed Keanu. Named as an ode to actor Keanu Reeves and his classic 993, it turned out to be the right call.

Two duffels packed, tire pressures checked, and a full tank of fuel in Keanu, we hit the road. Avoiding I-95 South was the plan, so we headed west on I-66 to pick up US-15 for a scenic drive south. Perfect roads for a car that makes the latest Toyota Corolla look large. At our first stop for lunch in Culpeper, VA, we had an inkling that this was going to be a special trip. While eating, someone asked whether we were heading to Luft. Momentarily confused, we realized our Porsche T-shirts and hats were probably a giveaway. And there it was, the first sighting of the weekend: a gorgeous silver 356 in the Panera parking lot.



Left page: A beautifully patinaed early 356A 1500 GS Carrera. A rare, high-performance variant of the iconic 356, featuring the complex, racing-derived Type 547/1 four-cam engine producing around 100 horsepower.

“The cars were amazing. They were inside buildings, tucked between lawn art, on hillsides, raised platforms, stairwells, beside flowing water, in the streets, in a movie theater.”



Porsche model 912 – a more affordable version of the first-generation 911 when it went on sale in 1965.

The rural Virginia roads were isolated, with minimal traffic, and allowed us to stretch the upper rev range of the flat-six. The 993 is a special place to be. It has that vault-like feel and vintage looks, yet sits on the cusp of modernity. Functional A/C and comfortable seats, yes, but no Bluetooth, no PASM, and no headlights from the 21st century to keep you safe. Driving at night is... not recommended. No matter, plenty of daylight, a long way to go, and a short time to get there. Cue the music. The Bandit would have been proud.

Arriving in Durham, our first stop was an early dinner at Nanas in the Rockwood neighborhood. The service was impeccable, and highlights included a soufflé with grits and foie gras, delicious house-made focaccia, and banana pudding for dessert. Maybe it was anticipation for the show, or maybe the sugar rush from the pudding, but we decided to swing by the venue to see if any fellow Porschephiles were

around. Pulling into the parking garage, we were greeted by a handwritten sign reading “Porsche Parking” so we followed a ’70s-something 911 up to the top level.

Backing into a space between two other 993s, with half a dozen more along the opposite wall, was a treat. We had stumbled into a special parking area that would become our home base. Not wanting to spoil all the surprises, we headed down into the American Tobacco Campus. Many cars were already positioned, with crews placing others in every available nook. Only a few steps in, we ran into fellow Potomacan George Whitmore returning from the Friday-night dinner. A moment later, celebrity sighting number two: Jeff Zwart on his mountain bike, surveying cars he had expertly placed so even amateurs could take stunning photographs in the morning. Some of those evening shots were among my favorites, the light was perfect, and the silhouettes of the 964s and 930s were spectacular.





Left page: An ultra-rare, Speed Yellow 964 Turbo S, also known as the Turbo S Leichtbau, is a lightweight homologation special Porsche built in just 86 units around 1992-93 to celebrate IMSA racing success.

Left and below: A pre-1953 model 356 and a (WOW!) 540A roadster – only 17 were built.



Saturday morning we were up early and out by 7:15 for the short drive back to Luft. Another \$10 got us into the same garage, and once again no one questioned Keanu's presence in the reserved section. Half the top deck was full of air-cooled Porsches, including a lonely 914-6. On a normal day it would have been a cars-and-coffee for the ages. One latte and 20 minutes later, Diane dragged me downstairs to take advantage of our early-entry tickets.

The cars were amazing. They were inside buildings, tucked between lawn art, on hillsides, raised platforms, stairwells, beside flowing water, in the streets, in a movie theater, arranged nose-to-nose, tail-to-tail, grouped by style, age, and race-car type, parked next to vintage transporters, and probably in places we never even reached. The early hours weren't crowded, making photography easy, but after 10 a.m., the crowds arrived.

We enjoyed a great presentation from Tommy Kendall and Bobby Rahal discussing their passion for Porsches, then continued exploring. While the Singer 930 was undeniably gorgeous, it was somewhat overshadowed by four 993 GT2 race cars, including Kendall's 800-hp entry for the 2000 24 Hours of Le Mans.

Walking back to the parking deck and passing many of the cars we had seen earlier was still a treat. With heavy feet and a head full of memories, we were greeted by that familiar ping as the 993's doors closed.

If Luft makes another stop on the East Coast, it should be on any Porsche enthusiast's list. I highly recommend it. **DV**



Jim's 991.1 stops at the Anza_Borrego State Park north of San Diego and east of the Salton Sea.

MY FIVE-DAY, 2,903-MILE JOURNEY HOME IN A NEWLY-PURCHASED 991

STORY AND PHOTOS BY **JAMES GRIFFIN**

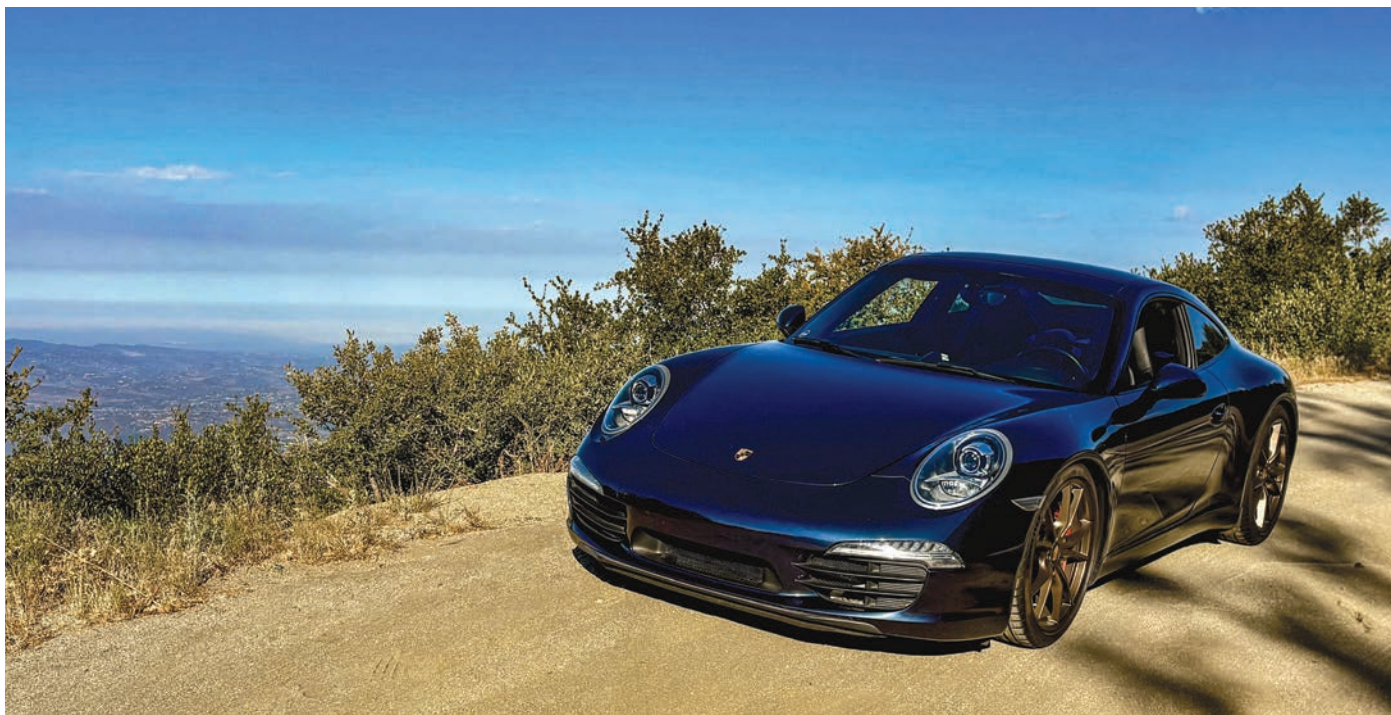
My trip of a lifetime began with unexpected words from my better half: "Why don't you buy that 911 you've been wanting?" Well, why don't I? Finding the right car became a bit of a challenge, as I was only interested in a dark blue 991 coupe. I eventually found one for sale in the PCA classifieds, listed in San Diego, California. I was a little nervous about buying long-distance, but after a long conversation with the owner, I convinced myself he was a proper enthusiast. Intending to make it a track car, he had added the center-mounted third radiator, Carrera S wheels, brakes and rotors, and various suspension mods. After we agreed on a price, I started mapping out a route home to Virginia that would let me visit my kids at college in both Arizona and Kansas, and stay with friends along the way.

I bought a one-way plane ticket and met the seller at a Navy Federal Credit Union (not hard to find in San Diego) to finalize the deal. The car was exactly as described, if not better. It was pristine: 70K miles, but the interior looked like it had never been sat in. I had been at the beach in New Jersey the day before leaving, so I dipped my toes in the Pacific Ocean at Torrey Pines State Park just so I could say I'd been in both oceans on successive days. That night I stayed with a friend from college, then set off early the next morning for Phoenix. I planned a circuitous route that avoided interstates as much as possible and headed up Palomar Mountain toward Anza-Borrego Desert State Park. Halfway through my first day, I began to wonder if this might be the single best day of driving of my life so far. Gorgeous scenery, almost no traffic, and only 108 degrees outside! The 991 was planted, rock-solid stable, and the A/C kept me perfectly cool. I was in love.



Left: Jim Griffin standing on a corner of the Meteor Crater near Winslow, Arizona. Such a fine site to see.

Below: A double dose of beautiful from Palomar Mountain in California.



Day two brought too-short stops in Sedona and Flagstaff on the way to visit Meteor Crater, where a meteorite slammed into Earth 50,000 years ago at 26,000 miles per hour. It's almost 4,000 feet across and over 500 feet deep. I knew I was giving up sleep making so many stops, but there's nothing remotely like this back East. After the crater, I made the obligatory stop in Winslow, Arizona, to take the classic photo "standing on the corner." Old Route 66 runs through Winslow as well, so that's two more things checked off the bucket list. The last stop of the day was a detour through Petrified Forest National Park, including a couple of quick hikes. Besides petrified wood, there are petroglyphs and the Painted Desert badlands, which ended up being my favorite part.

The first two days were the most scenery-intensive. I listened to a number of car podcasts on the 991's Bose stereo as I crossed the interminable plains of eastern New

Mexico, northern Texas, Oklahoma, and Kansas. I visited another friend in Kentucky and stress-tested the 911's cargo-carrying ability by adding a dozen bottles from the Buffalo Trace distillery to my existing luggage. By the time I arrived home, I had covered 2,903 miles in just five days. The 14-way seats were supremely comfortable. I had been worried about the long days, but the 911 is a perfect road-trip car. I averaged 66 mph for the trip and got exactly 29.9 mpg. I surely could have broken 30 if my right foot didn't have quite so much lead in it.

Would I do the trip again? Absolutely, but slower. There's so much of the country I still want to see, ideally with my wing woman. My wife couldn't join me this time due to work commitments, which is too bad, since experiences are always better when shared. But hey, there's always next time. I'll keep scouring those PCA classifieds, but only for cars from California. **DV**



The entry to the facility included an early contribution of the Porsche family.

THE HANS-PETER PORSCHE TRAUMWERK

A JOURNEY THROUGH IMAGINATION, INNOVATION, AND HERITAGE

STORY AND PHOTOS BY **JACOBUS VROLIJK**

Having had a longstanding interest in Porsche cars and model trains, I was thrilled to finally combine a visit to the Hans-Peter Porsche Traumwerk with a hiking trip my wife Susan and I recently enjoyed in the Salzburg, Austria region. There are few places in the world where nostalgia, technological ingenuity, and the joy of discovery converge as beautifully as they do at the Traumwerk. Nestled in the rolling Bavarian countryside, this remarkable museum is much more than a showcase of objects, it is a living testament to the passions and dreams of its founder and a celebration of human curiosity across generations. Since its opening in 2009, enthusiasts of all ages have been able to explore its offerings.

We arrived on Saturday morning just before opening and immediately got our first hint of the technology awaiting us inside: an autonomous robotic lawn mower trimming the grass near the entrance. Once the doors opened, we were warmly welcomed by the friendly staff and our journey began. We had purchased tickets online well before the trip, but given our early arrival, we could have easily purchased them on site.

The museum is organized into three distinct sections: the Salon, where Porsche cars from a particular model or era are displayed; the Tin Toy Exhibition; and the astonishing model train exhibit. We took our time in each section, not wanting to miss anything.



The Porsche salon highlighted the targa models from mid 60's until today.

THE SALON: A TRIBUTE TO PORSCHE HERITAGE

After checking in, the first major offering is the door to the Salon, a celebration of the Porsche legacy itself. This elegantly curated gallery rotates its focus, and during our visit, it highlighted the history of the Targa variant within the iconic 911 lineup. The Targa, with its distinctive roll bar and open top, stands as a symbol of Porsche's enduring commitment to innovation and driving pleasure.

Rare and classic models were showcased under dramatic lighting, each telling its own chapter of the Porsche story. Informative panels and multimedia presentations provided context, weaving together engineering milestones, design evolution, and the brand's indelible impact on automotive culture. The Salon is more than a static display; it is a living homage to the spirit that animates both the museum and the wider Porsche community.

THE TIN TOY EXHIBITION: A WORLD IN MINIATURE

Stepping into the Tin Toy Exhibition felt like opening a jewel box crammed with childhood memories, some my own, many drawn from a shared European past. The scale of the collection was awe-inspiring: more than 2,100 exquisitely crafted exhibits arranged across 142 display cases. Each case combined craftsmanship with the technology available to toy makers in the era the piece was created.

From tin-plated trains and motorcycles to meticulously rendered cars, trams, ships, and whimsical airships, every artifact captured a golden age of toy-making. The artistry and engineering behind these toys were remarkable; delicate gears, clockwork mechanisms, and hand-painted details evoked a time when imagination and craftsmanship truly blossomed.



This was showcasing the new Porsche factory...note the robots in the assembly line!

One of the most compelling aspects of the exhibit was the way it illustrated the technological evolution of toys. As technology advanced in society, steam power being a prime example, it inevitably found expression in toy design and manufacturing. The fusion of traditional forms with innovative solutions reflected Hans-Peter Porsche's guiding ethos: the future is built upon the best traditions of the past.



This shows just one of the many stations in the exhibit as well as the server room that controlled all the trains, lights and the 17 minute show.

THE MODEL RAILWAY: A GRAND CHOREOGRAPHY

If the tin toys conjured nostalgia, the model railway layout delivered sheer astonishment. It was one of the largest and most sophisticated setups I had ever seen. The railway room itself is enormous, spanning 500 square meters and containing more than 2.7 kilometers of track. The rails intertwine and loop with captivating complexity, forming miniature landscapes that evoke the essence of Central Europe.

The collection features 200 model trains from Germany, Austria, and Switzerland. Classic steam locomotives, streamlined electrics, and quaint regional trains glide past lovingly rendered villages, mountain passes, and bustling stations. The attention to detail is extraordinary: station clocks keep perfect time, miniature streetlamps glow, and even the tiniest trees and figures suggest stories of their own.

What truly sets this exhibit apart is its immersive choreography. Every 17 minutes, the entire layout transitions through a simulated 24-hour day, complete with shifting sunlight, twinkling stars, and a dramatic thunderstorm, lightning and rumbling thunder included. Each cycle draws visitors into a world that is both familiar and fantastical, united by a shared sense of childlike wonder.

A highlight for many, myself included, was the display of Märklin HO trains, a name synonymous with quality and precision in the world of model railroading. Watching these legendary models glide across the tracks was pure joy, their smooth operation and lifelike detailing reflecting generations of technical refinement.

THE MUSEUM SHOP: A COLLECTOR'S DREAM

No visit would be complete without a stop at the museum shop, and the Traumwerk's is a delight. Shelves gleam with official Porsche memorabilia, die-cast models, books, apparel, and rare collectors' items. The range reflects both the museum's scope and its founder's deep appreciation for the intersecting worlds of automotive and toy culture.

Whether a lifelong collector or a casual visitor, it's impossible not to be tempted. I found myself lingering over a set of model cars, imagining the stories they might inspire for generations to come.

CULINARY DELIGHTS: THE TRAUMWERK RESTAURANT

After hours of exploration, the restaurant beckoned with hearty German fare. The menu celebrates regional cuisine, robust, flavorful, and deeply satisfying. We enjoyed classic Würste (sausages) and freshly poured Bavarian beer, savoring each bite while reflecting on the day's discoveries.

The restaurant echoed the museum's ethos: a blend of tradition and modern hospitality. Warm, inviting, impeccably staffed, it was the perfect finale to a memorable visit.



The first car you see upon entry is this spectacular 959!



The gift shop offered many options for Porsche enthusiasts.

A MUSEUM LIKE NO OTHER

As I left the Hans-Peter Porsche Traumwerk, I reflected on the countless ways the museum bridges past and present, play and precision, nostalgia and progress. Each gallery, exhibit, and interaction feels infused with wonder and reverence for craft, whether in the form of a century-old tin toy, a thunderstorm over a model village, or the gleaming curves of a classic Porsche.

This is a destination that rewards curiosity and celebrates imagination. It invites visitors to rediscover the joy of collecting and creating, offering something for everyone—train enthusiasts, car lovers, historians, or simply seekers of beauty and inspiration.

If you find yourself in Bavaria, a visit to the Traumwerk is more than recommended, it is a journey through the dreams of its founder and, perhaps, a rekindling of your own. **DV**



EDITOR'S NOTE

Christmas mornings at my house in the '60s were filled with eagerness as I anticipated discovering new Märklin HO train pieces under the tree. In those pre-Internet and pre-eBay days, my late father (aka Santa) relied on a personal connection in Europe to send more track and carriages for a layout he had envisioned, one that grew a little larger each year.

Each car and engine, stamped on the bottom with "Made in West Germany," would be waiting for me. What joy it was to see the set expand annually in both complexity and size. It wasn't until two years ago, in retirement, that I was finally able to assemble the layout as originally intended, and even augment it with additional Märklin engines, switchgear, and scenery acquired from eBay and from a large train shop I visited during a trip to Berlin.

All of this added to my delight in receiving the article from Jacobus Vrolijk about his recent visit to Munich and the Porsche Traumwerk.

I'm not entirely sure about the connection between my fascination with train sets as a boy and Porsches as an adult, perhaps I'm just an older kid still playing with toys. But there is a similarity in the appreciation for elegant engineering and precision that each inspires. Both also have passionate followings; I know several other Potomacans with similar setups in their homes. It wasn't until I read Jacobus' story about the Porsche family's connection to the model train display in Munich that I realized there may be something to that link after all.

SNOW, SLUSH, SALT, AND SAND... OH MY!



Mark's 911 with summer tires.

STORY AND PHOTOS BY **MARK DEVINE**

A northern winter can be very unkind to those of us who own sports cars and live to drive them year-round. The roads can be treacherous, the temperatures inhospitable, and the agents of corrosion are everywhere. Although the utility of our cars has greatly improved over the years, past experiences have been a cruel teacher when it comes to sports cars and winter. I grew up in the Northeast and transplanted to Virginia almost 40 years ago. "Home" was outside Boston, where the hard lessons of winter were learned, some slower than others.

All of this nostalgia came to mind as I sat in the garage looking at my 911. I do that from time to time, just staring at it. This time, however, it was because I remembered that now that Thanksgiving has passed, my upbringing has conditioned me for the annual ritual of putting on winter tires. Let's face it, we don't have winters on the same scale as our northern neighbors, and I'm thankful for that. We're tweeners: sure, it gets cold, but not 30 below, and yes, we get snow, but usually measured in inches, not feet.

I cringe thinking about it now, but my very first sports-car ownership experience began one winter in the early '70s. Overcome by the overwhelming, desperate need only the young and brain-addled can perfect, I made one of my most brilliant car purchases ever: the car of my dreams, a 1959 Austin-Healey 100-6. My first sports car in the dead of a New England winter. I mean, come on, what could go wrong? With its three-inch ground clearance, patches in the floor, six-volt Lucas electrical system, 30-weight sludge in the crankcase, and Vredestein radials, it was perfect. Even taking the batteries in every night just so I could get to work was an adventure. Did I mention it was our only car? My pregnant wife was not amused; four months later it was gone, replaced by a '68 Barracuda with snow tires.

Anyway, you see what I mean. The Northeast, and half the rest of the country, is known for its tough winters. I know, some of you just love winter: the snow, the skiing, the crisp air, blah, blah, blah. But real winter in the northern environs



The all-seasons he puts on ready to go in the garage.

isn't Currier & Ives. It's seats that crack when you sit because it's minus 20 degrees, snowbanks stronger than concrete, roads that destroy suspensions, and total darkness after 4:15 p.m. And it goes on for half the year. Other than that, it's the most wonderful time of the year. Did I mention we no longer live there?

My first full-time job after quitting college in the early '70s was at the downtown gas station/garage. This was where most locals got their snow tires changed, and we knew all of them personally. Saturday was the ideal time to bring the car in, to drop it off while running errands, or savor the coffee and catch up on the latest gossip. Twice a year, without fail: mount and dismount. This lemming-like ritual took place around Thanksgiving and Easter, though those dates could be dicey. Snow in November and April wasn't unheard of. It was a frantic time with long hours for us, everything had to be done at once. Not incidentally, it did wonders for tire sales.

No euphemisms here: these were not "winter tires." They were ugly bias-ply, blackwall tires with blocky treads, real monsters. Going without them was not an option. Remember what the cars of that era were like. There were outliers, of course, rear-engine cars like the Beetle, Corvair, and the occasional Porsche did pretty well, as did FWD Fiats and Rabbits. Statistically speaking, however, they were irrelevant. The rest were Detroit iron, gargantuan and rear-wheel drive. Everyone believed the heavier the car, the better it was in snow. Given the era's automotive and tire technology, it was probably as good a guess as any.

However, even with the right tires it took skill to get from point A to point B. You could judge this skill by sound alone: the whining of the tires, the crunching of the snowbanks, and the blinking of the wrecker lights. There was absolute disdain for those who were stuck or struck. Those of us with "the touch" fancied ourselves at least as good as Monte Carlo rally drivers. Nothing much has changed since, especially in the Mid-Atlantic. The problem is there's so little practice (much to the joy of local body shops) before you actually need it, and by then it's hopeless. And snow tires have become almost extinct. We're right on that edge of the weather map: do we or don't we? Can we get away with all-seasons this year? I suspect most people never even ask the question. I mean, they're just as good as snow tires, right?

My present car has none of those endearing traits of old British sports cars, thankfully. Along with everything else a 911 offers, mine wears glorious Michelin ultra-high-performance tires. For three-quarters of the year, I enjoy the benefits of these extra-sticky wonders on the back roads around us. Unfortunately, Michelin strongly advises against driving on them when temperatures drop below 40 degrees. This means going down into the basement, dragging out the "winter" tires and rims, and swapping them for the "summer" set. The winter tires, extreme high-performance Conti all-seasons, are really great. So great, in fact, that I've thought of keeping them on year-round. Not likely, though, I like the original 19x11 Carrera Sport wheels and the Michelins too much. These days, during this ritual, I make my own coffee. It's far better than the burnt pot at the old hometown garage, but I do miss the conversation.

By now you must have noticed a contradiction between my actions and my words; my kids certainly did. After all, didn't I just finish explaining that all-season tires are not really snow tires? The truth is, I cheat. My wife has a wonderful AWD SUV with proper winter tires, which we use if the weather demands it. But like the pictures in the Porsche accessory ads, my 911 is driven all winter — just not in snowstorms or up ski slopes. If foul weather forces a choice, it stays in the garage. This is one of those hard-won lessons. Two cars make life easier.

I still hate winter. DV



I adhered the PCA Potomac grill badge to the oil cap on my Cayman with two-sided 3M automotive tape...almost like it was meant to be there!

INSTALLING A PCA POTOMAC GRILL BADGE ON A MODERN PORSCHE



STORY AND PHOTOS BY **PAUL JOHNSON**

When I was a kid, my father occasionally put grille badges on his foreign cars. I had completely forgotten about that until I saw the recent offer from Potomac PCA for the regional grille badge. It brought back fond memories of Dad and his cars, so without thinking, I reached out and ordered one.

When it arrived, I quickly realized there was nowhere on a Macan or Cayman to mount it, since they lack old-school grilles. I stuck it on my garage pegboard while pondering options. It sat there for several weeks, its rich enamel staring at me accusingly. So where do you go for ideas? You crowdsource on social media, of course.

I posted the badge on Reddit's r/Porsche_Cayman and asked for suggestions, leaning toward centering it on the grille screen I had installed on the driver-side Cayman air intake.

I received about a dozen interested and engaged responses, including a note from a fellow Potomac PCA member. Not a single troll for my first-world issue, but none of the suggestions really suited the elegance of the badge.

However, during the discussion, and after several trips to the garage for measurements, I noticed that the oil and coolant covers were roughly the same size as the badge. That was it. I trimmed a piece of packing foam, poked two holes in it for the screw posts, and adhered it to the oil cap with two-sided 3M automotive tape. I'm pleased with the result and welcome more input. **DV**

OCTOBER
2025



NEW POTOMACANS

OCTOBER

BENJAMIN ALLEN

2022 Panamera 4
from Arlington

NAVID ARIABAN

2023 Cayenne Platinum Edition
from Mclean

RENE BURCKSEN

1973 914 1.7
from Gaithersburg

ERIN CAINES

2000 911 Carrera 4
from Derwood

RICHARD CODY

2021 Macan
from Frederick

TYLER DAVIS

2025 718 Cayman S
from Vienna

WILLIAM DEISS

2024 718 Boxster S
from Fairfax

ETHAN FERMANIS

2022 718 Cayman
from The Plains

SALVATORE FERRO

2019 911 Carrera T
from Gaithersburg

DANIEL GARCES

2013 Boxster S
from Mclean

LISA GUO

2024 718 Cayman GTS 4.0
from Herndon

CHRISTINE HATCHER

2022 Cayenne GTS
from Frederick

KRISTOPHER HOWARD

2007 911 Carrera Cabriolet
from Springfield

BRUCE KENERSON

2020 Cayenne Coupe
from Arlington

BRIAN KNOBB

2017 718 Boxster S
from Gainesville

JEFFERSON KOSICH

2007 911 Carrera 4S Cabriolet
from Hollywood

ALEX MARTINEZ

2021 Cayenne
from Washington

ANDREW MEGGS

2018 911 Targa 4 GTS
from Fairfax

HARRISON PINCKET

2024 718 Cayman
from Alexandria

DAVID ROGERS

2026 911 Carrera S
from Waldorf

BRIAN SHEN

1989 944 Turbo
from Hanover

GENE SHIROKOBROD

2006 911 Carrera 4S
from Mount Airy

NATARAJ SHIVAPRASAD

2008 Cayman
from Rockville

TYRA SMITH

2025 Cayenne Coupe
from Bowie

MICHAEL STAEHLER

2025 911 Carrera 4 GTS
from Neuried

RICHARD SUN

2025 Cayenne GTS
from Potomac

STEFAN WILK

2007 911 Carrera 4S
from Martinsburg

ROXANNE WOOD

2006 911 Carrera S Cabriolet
from Germantown

NEW MEMBERS = 28

MEMBERS TRANSFERRING TO POTOMAC IN OCTOBER 2025

JOHN KLUTTZ

1998 944 Turbo S
from Towson

MICHAEL STAEHLER

2025 911 Carrera 4 GTS
from Bavaria



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NOVEMBER
2025



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Scott Armstrong
Mark Ault
Kevin Dillon

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Michael Quinlan
Jay Smith
Anthony Maher
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Reginald Henry

15 YEARS

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20 YEARS

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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



MOSEYING AROUND IN MANASSAS

STORY PHOTOS BY **JAMES LEWIS**

An historical countryside, beautiful fall weather, and a classic Porsche auto on par with both – what more could one want! Although residing close by for many years, I have never taken the opportunity to tour many of the Manassas Battlefield monuments. Having a bit of time off lately, I made it a priority to visit, gain additional knowledge and take some memorable photos.

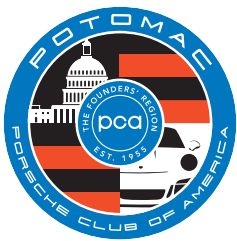
The afternoon provided an overview of the area's historical importance at sites like the New York monuments, Chinn Ridge, and Henry House Hill. We are truly fortunate to live here in the Potomac region – especially with so much history and beauty,

To be able to enjoy all this in an equally beautiful Porsche just made it all the better. The inherent aesthetic beauty, history and lineage of the 911 just seemed to go hand in hand! I don't know how, but a Porsche seems to just make everything more enjoyable.

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Porsche Club of America
Potomac, The Founders' Region
4196 Merchant Plaza
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Woodbridge, VA 22192

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