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Member's Foto Corner

FRONT COVER PHOTO

In the spirit of Halloween, Ted Hovis discovered new Potomac PCA member Roger Frechette's decorated 2018 Boxster GTS in his neighborhood. "It's not the cars, it's the skeletons". More photos from the shoot can be found in Member's Foto Corner on the inside back cover. Photo by Ted.



20



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BACK COVER PHOTO

In keeping with the spirit of the season, Scott Bowen caught his friend Jack O'Lantern in this scene. It's only scary if you haven't checked your brake pads and IMS bearing! Photo by Scott.

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Community in motion.



Steve Grumbach
Editor

I don't recall exactly why I joined the Porsche Club of America in the Mid-Ohio Region some twenty years ago after getting my first Porsche. But like many of you, I was delighted to discover an enthusiastic community and an active fellowship of owners, with a wide variety of activities that encouraged us to enjoy our cars as they were meant to be enjoyed.

Now, all these years later, I'm even more grateful to be part of PCA Potomac, with its vibrant calendar, diverse membership, and genuinely engaging friends who show up month after month. We strive to capture that spirit in every issue of *Der Vorgänger*.

From time to time, if I notice a Porsche at Cars & Coffee, or

even parked at the grocery store, without a PCA sticker, I'll strike up a conversation with the owner and ask if they're in the club. More often than not, they're not aware of PCA at all. I'll show them a recent copy of this magazine, tell them about our events, and invite them to a monthly brunch, confident they'll connect with this community the way I did. I've watched that happen more times than I can count, and I encourage you to do the same.

Inviting someone new to the club doesn't just grow our numbers; it strengthens who we are. Our club becomes more interesting, more dynamic, and more reflective of the broad range of people who love these cars for different reasons. We never know who

we'll meet, or what their road to Porsche might have been, and that's precisely what keeps it exciting.

So, if you come across a fellow Porsche owner who hasn't yet found this group, take a moment. Say hello. Extend the invitation. We all remember the first person who opened that door for us; now we get to be that person for someone else.

Finally, a special note: This issue was produced with the assistance of my son, Bryant Grumbach. Thank you, Bryant, for lending your talent and time to help bring this edition together. DV

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Todd Baldwin

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Shifting into year's end with big events still to come.

Things are winding down a bit as we approach the end of the year. I think we would all agree, it has been a hugely successful year, so far. Please be sure to sign up to attend two really important and fun events: our Holiday Party (in Virginia) on December 6th, and our Open Board Meeting And Elections (at Porsche Silver Spring) on December 13th. We decided to split up these two events to make it more convenient for schedules.

A few other important items to put on your radar:

- At our last Open Board Meeting (OBM) we had a discussion about term limits for Chairs and how to attract more volunteers. We decided to not have formal term limits, but our Chairs should always be working on a succession plan for their programs. Also, the more volunteers we have in each program, the more the "work" can be spread around. With only a few generous members volunteering, it may mean that these folks can become burned out. Volunteering and participating in our programs and events, SHOULD BE FUN!! Believe me, it is fun to volunteer if one doesn't need to shoulder too big of a work burden. If you have any interest at all in seeing how you can help, please contact the Chairs or any of us on Exec. I am available almost any time at don.mattran@pcapotomac.org
- Also at our last OBM, we discussed Sponsorships. Our goal is to talk with existing and existing Sponsors to better understand how we can help them to showcase their businesses. We are also expecting to have a more coherent Sponsorship program to encompass the entire year and possibly across multiple programs. If you have any interest in helping us to formulate and execute this important plan, please contact Steve Lebowitz, our Sponsorship Chair, and me, of course. I know I haven't given much detail here, but please contact us if you have any input at all. I expect we will need 10 – 20 of us to chip in to put together an effective program.
- Porsche Parade in the summer of 2026 (June 14 – 20) will be held in our backyard, Lake Placid, New York. We don't very often get the opportunity to make a relatively short drive to attend a Parade, so let's all consider attending. Mike Smalley has agreed to put his enthusiasm skills to good use by creating awareness and interest to get as many PCA Potomac members as possible to attend (I sure hope Mike remembers he agreed to do this!).

Lastly, in late October we held a very important event: **Tire Rack Street Survival For Teens**, at Summit Point's Washington Circuit. We teach teens to better understand how to handle their cars in emergency situations. They participate in slalom, swerve-to-avoid and skid pad exercises, similar to our High Performance Driving Clinic (HPDC). The teens, mostly newly licensed drivers, get up early and have a very busy day. Initially, they are a bit non-plussed to be with us, but by the end of the day, they have learned how to handle their car, and they have had a ton of fun! We had 30 or so volunteers, led by Doug Hough and Wendy Chetney. Profuse thanks to everyone who volunteered!! Doug and Wendy received a message from a mother of one of the participants, telling them how her daughter was on the 695 beltway when a deer jumped out in front of her. She was able to execute a perfect lane change to avoid the deer, while keeping control of her vehicle. This is why our Club hosts this event and I am hoping we will all consider holding two of these events next year.

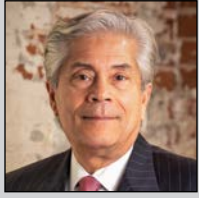
Thanks for listening and Happy Holidays! DV



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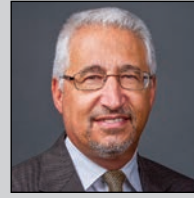
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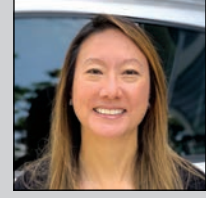
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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

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.

NOVEMBER



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

DECEMBER



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



13 PCA Potomac Holiday Party,
Location TBD



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

FIND OUT MORE AND REGISTER USING THE QR CODES

CLUB ANNOUNCEMENT

Open Club Leadership Roles

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

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

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

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

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

POTOMAC MONTHLY BRUNCHES & LUNCHES

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

VIRGINIA

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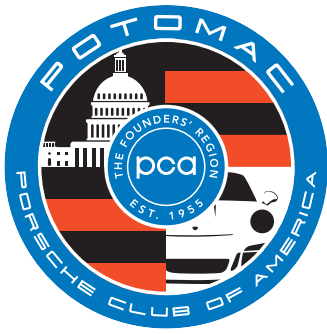
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POTOMAC PROGRAM HIGHLIGHTS

DRIVE & DINE



Vintage grapes and a few vintage Porsche at Old House Vineyards. Photo by Jim Henry.

DRIVE AND DINE TO OLD HOUSE VINEYARDS

STORY BY **MAX AND RHONDA MOSER**

The fall weather looked questionable at the start. Temperatures were cool and a light mist hung in the air. But the forecast promised improvement as 34 cars and 61 participants assembled at the start in Haymarket, Virginia.. Roll call was taken. The lead, middle, and sweep volunteers huddled briefly to review responsibilities and share last minute notes before the drivers' meeting began. Then everyone loaded up and the drive officially got underway.

This year's route offered a meandering run through four Northern Virginia counties, Prince William, Fauquier,

Rappahannock, and Culpeper. We passed through Arlie, Flint Hill, Crest Hill, Amissville, and Brand Station before arriving at Old House Vineyards in Culpeper. Drivers enjoyed a mix of hills and curves, blind corners, and one-lane bridges requiring constant communication with navigators. The tradeoff was worth it: sweeping views of the Blue Ridge, 19th-century manors, and wide open farmland.

Everyone arrived safely at Old House Vineyards and parked along the vines, did quick post-drive checks, and posed for a group photo before heading into Kearny's Pub, the owners'



Rhonda & Max Moser with Jim and MaryDonna Henry in the Irish pub at the Old House Vineyards. Photo by Max Moser.

“Drivers enjoyed a mix of hills and curves, blind corners, and one-lane bridges requiring constant communication with navigators.”



After the driving, is the dining. Here in the Taproom at the vineyard. Photo by Max Moser.

replica Irish pub. It was the perfect spot to swap stories from the drive, enjoy the cozy atmosphere, and dig into a great lunch provided by The Green Ribbon catering team. Their sandwiches, burgers, and salads were a hit. After lunch, many wandered the grounds, the lake, the distillery, the beer hall, the vineyards, taking it all in.

The 2025 Drive to Old House Vineyards was a success. The coordination, the route, and Old House itself all received rave reviews, thanks entirely to the volunteers. As the organizers, Rhonda and I want to personally thank everyone who made

this drive so memorable. Group Leaders and navigators Brian and Stephanie, Jim and Gina, and sweeps Steve and Dory, Steve and Ann, and Sam and James, ensured a seamless experience. And with more than double the participants this year, mid-group support became essential. Thank you to Andrew and Stacy, Ric and MaryAnn, and a special thanks to Gary and Carin for stepping in at the last minute to help lead the first group. **DV**

AUTOCROSS



Nataraj S trying to find grip for his 2008 Cayman.

PCA POTOMAC AUTOCROSS #7

SUMMIT POINT WASHINGTON CIRCUIT

STORY BY **MIKE TRUSTY**

PHOTOS BY **JORDAN STRAIT**

PCA Potomac returned to the Washington Circuit at Summit Point Motorsports Park for its seventh autocross of the 2025 season. Fifty-nine drivers tackled a fast-flowing course that earned praise for its smooth rhythm and balanced mix of technical and high-speed sections.

The S5 class dominated the leaderboard, with Daniel M. (car #156) in his 2019 Porsche Cayman GTS taking Fastest Time of the Day at 51.708 seconds, more than seven seconds quicker than the 59-second average. The next two fastest times also came from S5 competitors, underscoring the class's remarkable depth this season.

The Washington Circuit delivered a varied challenge as the weather evolved throughout the day. S5 drivers in Heat 1

enjoyed dry conditions, helping them set quick baselines. Drivers in Heat 2 got a decent first run before steady rain turned the heat into a test of car control and tire management. The rain stopped as Heat 3 began, and those drivers benefited from improving grip as the surface dried, rewarding those who adapted quickly.

Participants praised the day's course design, citing its flow and rhythm. Despite the unpredictable weather, the event ran smoothly and showcased the precision and camaraderie that define PCA Potomac autocross. With one event remaining in the 2025 season, competition across classes remains tight, and enthusiasm remains high. **DV**



“With one event remaining in the 2025 season, competition across classes remains tight and enthusiasm high.”

No rain in sight for James A and his 2018 911 Turbo S.



Gabi B managing her 2008 Boxster through changing conditions.



Daniel M sets the FTD in his 2019 Cayman GTS.



Duane F taking full advantage of a drying track in his 2018 Cayman.



Cars line up on grid before heading out for on-track sessions.

OUR FALL CO-ED AND WOMEN'S HPDCS SHATTERED THE RECORDS!

STORY BY **DIANE SULLENBERGER**

PHOTOS BY **BOB HARTMAN/ETECHPHOTO**

Judging by the ear-to-ear grins on the faces of our 30 Co-Ed High Performance Driving Clinic (HPDC) students on Saturday, September 27, and our 30 students at the 4th Annual Women's HPDC, this year in partnership with Women in Motorsports North America (WIMNA), on Sunday, September 28, the weekend was a huge success.

That should be no surprise since we pride ourselves on helping participants become better, safer drivers by practicing high-performance braking and steering and learning how to

navigate slick surfaces and react quickly and safely when something unexpected is on the road. Then we help them put it all into practice: on the racetrack.

But this HPDC double-header broke new ground, thanks to the support and encouragement of Loni Unser, Porsche Sprint Challenge driver with Kelly Moss, and Cindy Sisson, WIMNA Executive Director, under the phenomenal leadership of PCA National DE Chair and Potomac Past President Mia Walsh.



Instructors gather during the weekend's HPDC clinics.

“The HPDC was an absolute pleasure, it was exciting and very safe but, most of all, the community felt welcoming and ready to help. I really enjoyed the whole thing.”

— *Luis Chavez, 2023 911 GTS*



Participants from the Co-Ed HPDC gather at Summit Point.

These ladies pour their hearts into everything they do, and chatting with them in the paddock added inspiration and excitement to both clinics.

Saturday brought clear skies and dry conditions for the Co-Ed HPDC's morning car control drills. Scattered showers in the afternoon couldn't dampen the enthusiasm for laps on the Summit Point Jefferson Circuit. Students put their morning skid pad experience to good use on track, learning to feel

when their driving inputs unsettled the chassis and when traction began to wane. Every minor input was amplified on the wet surface, but no caution flags flew all day.

In the afternoon, Loni chatted with participants and encouraged them to try stepping outside their comfort zones. When the checkered flag finally flew, students were ready to shed helmets, swap stories, and toast their progress at the social hour.



Student drivers receive on track guidance before the next drill.

Meanwhile, the Women's HPDC was shifting into high gear at the George Washington Hotel in Winchester, VA, with our first-ever sold-out pre-event reception, dinner, and panel discussion: "Fueling the Future for Women in Motorsports."

This exciting expansion was made possible by the generous support of Porsche Hunt Valley, Summit Point Motorsports Park, SSI Motorsports, OG Racing, SEMA, Mobil 1, and Verdenze Capital Advisors. Guests enjoyed gift bags, photo ops against the WIMNA backdrop, as well as a social hour and dinner. Although many students admitted they were "nervous but excited," the room was buzzing with anticipation.

Anna Teslikova James (formerly of Porsche and Nissan Marketing & Communications) nimbly moderated the discussion, and the legendary Loni Unser, Cindy Sisson, and Mia Walsh shared their insights about mentorship, opportunity, and perseverance in motorsports, easing minds and building confidence before the big day.

The sun shone brightly on Sunday morning, and students got one-on-one encouragement and words of wisdom from Loni as they lined up for drills. After a delicious lunch buffet, thanks again to our sponsors, the afternoon was incredible. Roaring engines, cheers, and peals of excitement filled the air. Not a single caution flag was flown, finishing off a perfect two days.

It takes a paddock, and then some. More than 50 volunteers made this record-busting HPDC double-header happen, including on-course helpers, classroom and in-car instructors, event chairs and coordinators, tech and grid inspectors, and many, many others. Thank you, all. We can't wait to wave the green flag again in 2026. **DV**



Students receive classroom instruction before driving on track..



Pike's Peak professional racer, Loni Unser.
Photo by Mia Walsh



Participants from the Women's HPDC pose together.

MY FIRST TIME ON TRACK BEHIND THE WHEEL

This was my first experience driving a car on the track. Two months earlier, I participated in the PCA Potomac Track Experience, which provided exposure and excitement, but driving was so much better. Classroom time and guidance from my instructor helped me learn vehicle handling, cornering techniques, and recognizing curve apexes, increasing my understanding of how cars respond to driver input. During the skid pad exercise, I encountered my first 360-degree spin. Although the experience was highly unsettling, we were safe.

The slalom stood out as my favorite activity, alongside interaction with other participants. Last weekend, at the shore, I recognized a car, walked up to the lady driver and said, "Did you drive at the HPDC a few weeks ago?" She said yes, and we talked about her car, Ruby, my Gold Nugget, and what a great time we had. Many thanks to the drivers, instructors, organizers, and volunteers.

— Katherine Plasket, 1976 911



Heidi Mraz, Loni Unser and Cindy Sisson. Photo by Mia Walsh.

SOCIAL



CREATIVE LICENSE PLATES DISPLAYED AT **PCA OPEN HOUSE**

PHOTOS BY **JIM HENRY**

Potomacans Jim and Maydonna Henry volunteered at the PCA National Office in Columbia, Maryland, on Saturday, September 13, and spotted a variety of interesting and creative member license plates. And they remind us: Porsche is a two-syllable word!









Left page: Glenn Havinovski cruises down the Ocean City, New Jersey Boardwalk during the Reunion weekend. Photo by Paul Michelson.

Left: Caption. Potomac members staged together near the high school before driving onto the Boardwalk. Photo by Scott Johnson.

POTOMAC PCA CRUISES TO THE BOARDWALK REUNION IN NEW JERSEY

STORY BY **GLEN HAVINOVSKI**

Since 2019, numerous PCA Potomac members have made the trek up the coast to Ocean City, NJ, for their mid-October festival of all things Porsche, Boardwalk Reunion. Staffed by volunteers from Zones 1 and 2 (a large number from Chesapeake Region), over 350 cars were present at the event, including at least 12 from Potomac and at least 24 members. Featured this year were Targa models along with the 912. Several Potomacans drove up on Friday, meeting for lunch at a windy Libbey's Coastal Kitchen on the east side of the Bay Bridge, followed by a drive up US-301 toward the Delaware Memorial Bridge and into the wild prairie of South Jersey. Several folks stayed at the headquarters hotel, The Flanders, which dates back to the early 1920s. All enjoyed spectacular, seasonably cool but sunny weather throughout the entire weekend.

Saturday morning saw the staging of over 350 vehicles near the north end of the Boardwalk at the OC High School, a first-time staging location after several years of using the OC Airport for staging followed by a parade through town to the Boardwalk. Many of the Potomacans caravanned the six blocks between the Flanders Hotel parking lot and the high school, and as a result were all together as we traveled onto the Boardwalk. While the staging area was tighter this year, the organizers did a fine job of getting the cars out quickly at 11 am. (The mayor even stopped by to greet the assembled group before riding out onto the Boardwalk.) We enjoyed socializing, eating pizza, lobster rolls, ice cream, and other healthy and nutritious fare; acquiring fashionable T-shirts, head coverings, and costume jewelry; and meeting the thousands of residents and visitors strolling along the Boardwalk to admire the colorful array of Porsches of all eras and models, ranging from a 1952 356 to an unobtainium 911 S/T, along with several new 911 GTS T-Hybrids and Rob Mariani's brand-new Carrera T cabriolet in Lugano Blue.



Early morning prep before the parade rollout. Nothing slows this group down. Photo by Glenn Havinoviski.

At the Music Pier, a variety of events took place, including seminars on different models and a live audience presentation of the Porsche Club Insider Podcast with Vu Nguyen and Manny Alban, as well as Boardwalk Reunion organizers Bob Gutjahr and Ellen Beck from Chesapeake Region.

After departing the Boardwalk at 4 pm, many attendees made a quick change and headed to the ballroom at The Flanders Hotel for happy hour, dinner (including very good prime rib), and some occasional dancing. Potomac members populated three full tables at the event!

True to its name, Boardwalk Reunion enabled PCA club members to reunite with friends from different regions (including former Potomac members), relatives, and others. Tremendous weather, great cars, and great friends, as always. And, as usual, a few of us made reservations for particular rooms at the hotel for next year's event! **DV**



Barbara Bilodeau's Ruby Star Neo Boxster ready to hit the parade action on the Boardwalk. Photo by Scott Johnson.



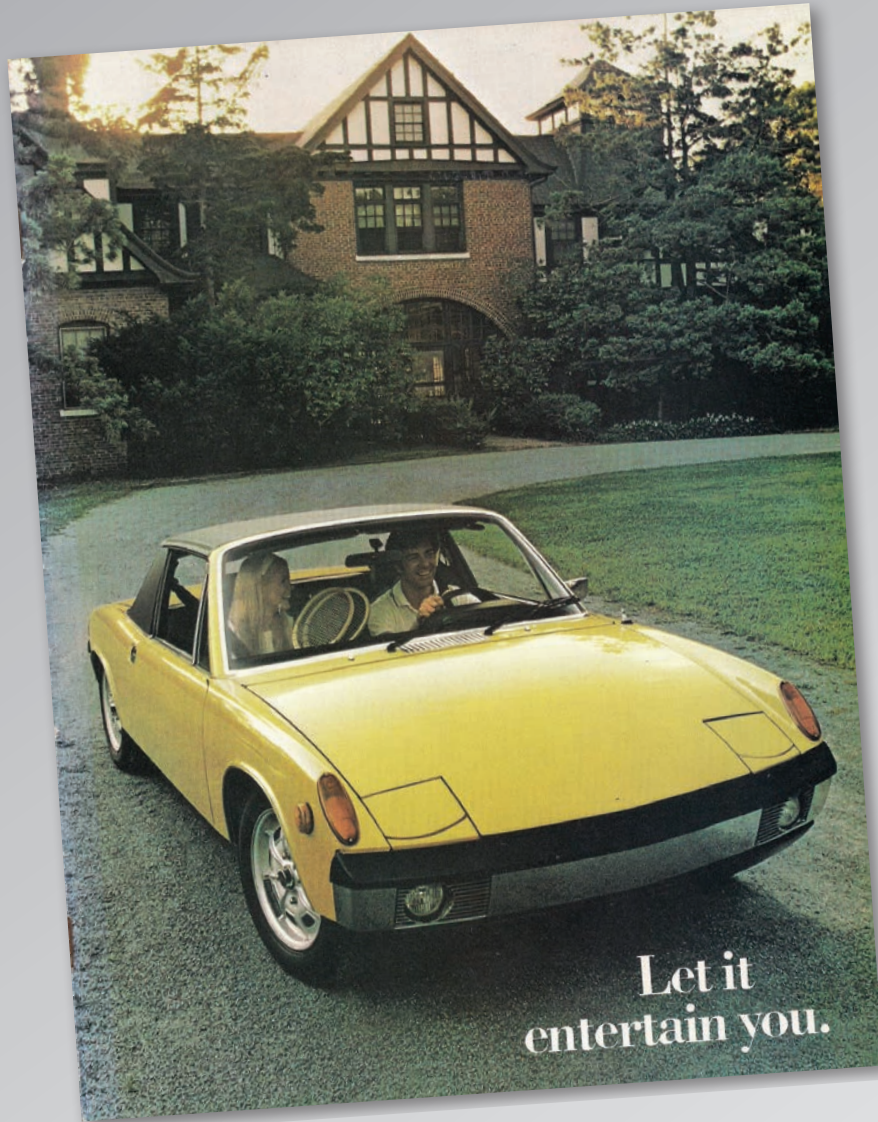
Tailgating takes on a literal meaning at Boardwalk Reunion. Photo by Glenn Havinovski.



Nancie Havinovski makes a few new friends along the Ocean City Boardwalk. Photo by Glenn Havinovski.

1970 PORSCHE 914

SALES BROCHURE



STORY BY **TOSHIO NAKANO**

I've been a Potomac member since 2007 but was a Northern Ohio member in 1971-72. Here are pages from the Porsche sales brochure that I obtained when I considered purchasing a Porsche 914.

The photographs are of my wife, Chie, and me with my 1970 914. We lived in Akron, Ohio, from November 1970 to October 1972. We moved there for my first job after earning my MBA from NYU. **DV**

For years people have enjoyed our mid-engine racing Porsches. But not everybody could afford one.

So three years ago we introduced our first mid-engine car for the street. The Porsche 914.

It's a 2-seater sports car. But different from most other sports cars in that its engine is mounted in front of the rear axle, almost exactly in the middle of the car.

Now if you're a little puzzled as to why we put it there, it's because in all our years of racing we learned a few things.

We learned that a mid-engine car has a lower center of gravity and better balance, front and rear. So it's extremely stable and holds the road better.

We learned that a mid-engine car corners superbly. Because its weight is distributed more evenly.

We learned that a mid-engine car decelerates more evenly (something that's just as important in racing as acceleration), because the wheels carry a more equal load and the brakes perform more smoothly.

On top of all that, the 914 has a lightweight, air-cooled engine. So it can't boil over or freeze up. And an

electronic fuel injection system that automatically feeds the engine the exact amount of gas it needs under all conditions. It's got disc brakes on all 4 wheels. Sits on wide radial ply tires. And has the same type of steering as the Porsche 917: rack-and-pinion. It does about 26 mpg. And is put together with the kind of craftsmanship you expect from a Porsche.

Of course, we could have made our Porsche for the street exactly like our Porsche for the track.

But that would have been illegal. And \$36,000.



The Porsche 914 has its engine where our \$36,000 race car has its engine.



Enjoy the performance of a car that doesn't have its engine in the front or the rear.



One of the great frustrations of owning a 2-seater sports car has always been the lack of trunk space. Because most 2-seaters are built with a trunk that accommodates little more than a spare tire.

The Porsche 914 has two ways to beat that problem. One is a 9-cubic-foot trunk in front of the driver, the other is a 7-cubic-foot trunk behind the engine.

That means you can go away on a weekend jaunt, for instance, without borrowing your friend's station

wagon. Because the 914 lets you take all the things you need. Suitcases, handbags, groceries, a bushel of clams, whatever.

The same holds true if you're going on a long trip. You can take a pretty friend along, and, in fact, have his and hers trunks.

There are a number of reasons for so much trunk space in our 2-seater.

The first, of course, is the mid-engine placement. It leaves lots of room front and rear. The engine itself is

built to save space. It's flat with horizontally opposed cylinders. And being air-cooled it doesn't have a big, bulky radiator to contend with. Even the suspension system is designed to take up less space on the floor of the front luggage compartment.

So if you've been thinking about a 2-seater, think about this: Should you get a 2-seater with a trunk that handles little more than a spare tire?

Or a 914 with a good-sized trunk at both ends?



The Porsche 914 gives you more usable luggage space than any other major imported 2-seater.*

*Source: Road & Track

You can pack a weekend full of fun into it.



“One is a 9-cubic-foot trunk in front of the driver, the other is a 7-cubic-foot trunk behind the engine.”

The Porsche 914 is a 2-seater in the classic sports car tradition.

But unlike classic 2-seater tradition, you don't need a shoehorn to wedge yourself into it.

Its doorways are nice and big and wide. And there's enough headroom, legroom and shoulder room inside to handle just about anybody who comes along.

Headroom, for instance, is 35.8" from the seat to the roof. So if you're a big 6-footer you won't hit the ceiling.

And since the Porsche 914 doesn't have an engine in front, and because the seats slide back and forth, you can sit far back and stretch your legs way out just like a race car driver.

As for the seats themselves, well, you couldn't ask for a better place to sit. They're firm and comfortable, not mushy. So you don't sink way in and get swallowed up by them.

You rest up against an upholstered back with built-in headrest that makes you feel like you're sitting in your

living room easy chair.

And because the entire driver's seat, not just the backrest, tilts up and down in four positions, you can angle the seat to find your most comfortable driving position.

In between the seats there's lots of extra space. So when you're driving and shifting you're not rubbing elbows and legs with your passenger.

We're not against two being company.

But we are against two being a crowd.



People who need more legroom will appreciate the 914's extra legroom.



Inside you've got lots of extra room to play with.

"You rest up against an upholstered back with built-in headrest that makes you feel like you're sitting in your living room easy chair."





Left page: Greg Hapgood's 1968 Irish Green 912 wearing a black Virginia antique vehicle plate. In Virginia, antique vehicle plates are available in black or yellow. Photo by Ted Hovis.

Left: A pair of early 911s sporting Maryland historic plates. A 1973 Silver 911T and a 1971 Crystal Blue 911E. Photo by Tarek Shamounki.

REGISTERING HISTORIC AND ANTIQUE CARS IN THE DMV

STORY BY **GARY H. SIDELL**

If you are planning to acquire an older car for registration in our three (3) primary jurisdictions (DMV) of the Founders Region, the information below may be helpful depending on where you live. Registration requirements for older cars in our area jurisdictions are basically similar with few exceptions.

THE DISTRICT OF COLUMBIA

The District of Columbia (DC) registers "Historic Motor Vehicles" (HMTV) at least 25 years old or at least 15 years old if the make of that motor vehicle is no longer made (my Saab now qualifies if I lived in DC!) An HMTV registered car in their F(I) category would not be what a PCA member would have since it has a 1,000 mile annual maximum usage and requires bi-annual inspection to verify the mileage limitation. A violation buys you a two (2) year revocation of

your HMTV registration! An F(II) registration, however, has no such annual mileage limit and includes the same definition of an HMTV, above. Such a car may be used on public roads if going to or from exhibitions (concours), expositions (last century), parades, tours (Drive and Dine), club activities (DE, autocross) or similar activities or events, but NOT for general transportation. There is NO bi-annual mileage sticker required and no exhaust, noise emission inspections and no fuel usage limitations.

SIMILARITIES BETWEEN VIRGINIA AND MARYLAND

Virginia and Maryland have very similar requirements to each other with one notable exception: A Virginia violation of its registration requirements can buy you a class 4 misdemeanor charge in addition to revocation of your antique plates for a mere five (5) years! Welcome to the Old Dominion!



Tarek Shamounki's rare European market 1992 Guards Red 964 Carrera RS proudly displaying a Maryland historic tag. Photo by Tarek.

VIRGINIA

An Antique car in the Commonwealth must be at least 25 years old before January 1 of the current calendar year to qualify. There is a minimum insurance coverage requirement of \$50,000 for bodily injury/death for one person (life is cheap in the Commonwealth), \$100,000 for bodily injury/death for two or more persons and \$25,000 for property damage. Antique cars are limited in their use to participation in an antique car club activities, exhibits (Concours again), tours (Drive and Dine), parades and similar events, in addition to testing their operation, obtaining repairs (a very popular activity for older Porsches!), maintenance, selling the car, transportation to and from such events and occasional pleasure driving not to exceed 250 miles from one's residence. Importantly, there is no annual maximum usage! However, no general or daily transportation or commuting to and from work are permitted on an Antique vehicle plate. An Antique car may be used as any other but that requires registration as a "normal" car with the associated regular plates, annual safety inspection and emissions, plus annual registration payments. There is an initial \$50 one-time registration fee with antique plates valid for as long as the owner owns the car. There are no safety or emissions inspections required, ever, but the owner at registration must certify that he/she owns, or has available, another car for daily use (they still like their Personal Property Tax). The big benefit is there is NO PERSONAL PROPERTY TAX assessed on antique cars (likely because the Commonwealth has hosed you enough after 24 years of such taxes if you owned the car from new!)

MARYLAND

Maryland issues "Historic" plates to cars which are 1999 or older. Such cars, if entitled to be registered this way may not be daily drivers or for general transportation. Their use is limited to exhibitions (Concours yet again), club activities (auto cross, DE?), parades, tours (Drive and Dine) and occasional transportation (fortunately not defined!) An Historic car may not be substantially remodeled or have alterations from its original design (this would require a VERY knowledgeable law enforcement officer pulling you over, I suspect). Maryland, like Virginia, has no safety or emissions inspections requirements and provides a lifetime registration for the car, so one and done.

A word to the wise: recent reports have been floating around that Montana registrations, appearing on higher dollar cars in our area recently but which have virtually no restrictions or taxes, are being viewed skeptically here lately as an obvious method to evade, not simply avoid, paying registration or personal property taxes. Indeed, to register a car in Montana now through a local dealer requires a Montana issued driver's license, a Montana real property address and a statement that the car is, indeed, a Montana car! I guess it was nice while it lasted since it would save several thousands of dollars per year from the Commonwealth's tax assessments! DV



WHEN EXCELLENCE IS THE ONLY OPTION

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



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

As the founder of Group C Curation, I created this service as a natural evolution of my career to deliver expert guidance and representation tailored to the unique needs of Porsche enthusiasts and collectors. If you're looking to buy or sell a specialty vehicle or need your collection managed, let's talk.

Casey Parkin, 17 year PCA Member

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



PCA Video Celebrates 70 Years!

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



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



PORSCHE CLUB OF AMERICA

**AUGUST/
SEPTEMBER
2025**



NEW POTOMACANS

AUGUST 2025

FRANK BACELLI
1987 911 Carrera Cabriolet
from Alexandria

KASIM BAIG
2011 911 Turbo S Cabriolet
from Bethesda

KATHERINE BAYLESS
2025 718 Cayman GTS 4.0
from Chevy Chase

MATTHEW BELZAK
1993 911 RS America
from Arlington

PRISCILA BITTENCOURT
2021 Macan
from Bethesda

BRIAN CECIL
1961 356
from Mount Airy

TIM COOK
2007 911 Carrera S
from Frederick

SHAY DVORETZKY
2025 911 Carrera 4 GTS
from Arlington

MATHEW ECKSTEIN
2025 Macan S
from Falls Church

BRYAN EGO-OSUALA
2024 911 Carrera T
from Falls Church

BRIAN GALLO
2023 Taycan GTS Sport Turismo
from Washington

ALIJOHN GHASSEMLOUEI
2023 718 Cayman GTS 4.0
from Reston

JOHN HAN
2018 718 Cayman
from Fairfax Station

TERRANCE JACKSON
2020 Taycan 4S
from Stafford

STEVEN KAUFMAN
2025 718 Cayman Style Edition
from Bethesda

MATTHEW KELLEY
2021 718 Cayman S
from Vienna

VIVEK KHANNA
2021 911 Carrera
from Bethesda

THOMAS KRAMER
2019 718 Cayman
from Charles Town

DANIEL MARTIN
2012 Cayman S
from APO

ROBERT MATHEWS
2022 718 Cayman
from Silver Spring

KRISTIN MEYER
2014 Cayenne
from Herndon

JONATHAN MOAK
2022 911 Turbo S
from Alexandria

LINH NGUYEN
2016 Cayman
from Broadlands

SETH POLLACK
2001 Boxster S
from Frederick

NIKKI PROKOPCHAK
2022 Macan S
from Dickerson

RAUL ROMERO
2006 911 Carrera 4S Cabriolet
from Lorton

TED SANDLER
1985 911 Carrera Cabriolet
from Potomac

CARLOS SILVA
1986 911 Carrera
from Oxon Hill

LAURENCE WALLACE
2023 Macan
from Stafford

MARK WENNERS
2024 911 Carrera Cabriolet
from Haymarket

CLINTON WRIGHT
1973 911E Targa
from Bethesda

JAMES ZARAKAS
2025 718 Cayman
from Centreville

NEW MEMBERS = 32

**MEMBERS TRANSFERRING
TO POTOMAC IN AUGUST 2025**

THOMAS FALCONE
1960 356
from Falls Church

BRIAN TAYLOR
2023 Panamera
GTS Sport Turismo
from Stephens City

SEPTEMBER 2025

LEE AMADOR
1998 Boxster
from Silver Spring

JASON BOOMA
2008 911 Carrera
from Alexandria

ALAN BROWNE
2014 911 Carrera 4S
from Knoxville

ERICK COSME
2022 911 Carrera 4 GTS
from Burke

SUSAN DANIELS
2025 Cayenne
from Rockville

ETHAN DON
2019 718 Cayman
from Kensington

JAMES ERLACHER
2006 911 Carrera S Cabriolet
from Washington

KAREN FIRKSER SHEHADEY
2022 911 Carrera
from Vienna

ROGER FRECHETTE
2018 718 Boxster GTS
from Springfield

YURI GORA
1972 Race Car
from Rockville

KRISTOPHER HUG
2017 911 Carrera S
from Warrenton

MOHAMMED IFTAIHA
2023 Cayenne Platinum Edition
from Reston

JONATHAN JAGOLINZER
2017 911 Carrera S
from Falls Church

NIKHIL MANNAN
2023 911 Carrera GTS
from Potomac

DACE MCGONIGAL
2001 911 Turbo
from Arlington

MICHAEL MILASZEWSKI
2009 911 Carrera 4S Cabriolet
from Mclean

ROGER NARIAN
2005 911 Carrera S
from Aldie

WILLIAM NORROD
2025 Macan GTS
from Silver Spring

MICHAEL OLREE
1999 911 Carrera
from Arlington

JOEL PETTIT
1967 911S
from Washington

LITHIN SAGGURTHI
2008 Cayman
from Aldie

CRYSTAL SALEH
2024 Macan S
from Arlington

ALEX SANTIAGO
1996 911 Carrera
from Arlington

DAN SERBANESCU
2014 Cayman S
from Falls Church

SAM SHAKIR
2021 911 Carrera 4S
from Bethesda

KEITH SHELDON
2023 911 GT3
from Bristow

MIGUEL SNYDER
2017 Macan Turbo
from Fairfax

SAM SOROKA
2000 Boxster
from Clarksburg

CECIL WILLIAMS
2021 Taycan 4S
from Bowie

MOHANAD YOUNES
2005 Boxster
from Brambleton

NEW MEMBERS = 30

**MEMBERS TRANSFERRING
TO POTOMAC IN AUGUST 2025**

JORDAN A. GREEN
2014 Cayman
from Alexandria

JAMES SCHNEIDER
1995 968
from Alexandria

NEIL REEVE
2011 911 Carrera
from Charlottesville

CHARLES GIBSON
2016 911 Carrera
from Nokesville

**SEPTEMBER/
OCTOBER
2025**



PCA POTOMAC ANNIVERSARIES

SEPTEMBER

5 YEARS

Christopher Maier
Dave Sames
Faraz Rizvi
Timothy & Leslie Patton Tracy
Matthew Tsau
Matthew Berman
Dick & Bill Alderson
Leidi & Pamela Lim
John Buescher
Gregory Ridder
Adrian Kessler
John Hanson & Amy Nicholas
Conrad & Amy Windisch
Evin Grano
Raymond Addarich
Mike Kelly
Robert Cooper
Luis Palacios
James Barbour
Terry Pao
David & Kirsten Martin
Gregory Malandrino

10 YEARS

Jonathan &
Ethan Equanimeous Ebinger
Paul Breau
Matt & Tricia Belman
Lawson Sharp
Stephen Sobieski
Cheryl Sampey
Paul & Sean Sullivan

15 YEARS

Jerry Bailey & Martha T. Guill
Martin Hudson &
Cristina M. Mossi
Thomas &
Robin Lynn Dillon-Merrill
Walter Ellison
Joseph & Judith Howell
Brian Krupien
Paul & Debbie Parkins
Paul & Cheryl Davidson
Jeffrey Blumenfeld

20 YEARS

Timothy Maney

25 YEARS

Dorene & Geoff Daniels

35 YEARS

Jeffrey & Grace Davidson
Jeffrey & Julie Shorey

40 YEARS

Richard & Leslie Wojciechowicz

60 YEARS

Pete Russell & Julie Rose Ruby

OCTOBER

5 YEARS

Frank Borris & Jill Martin
Andrew Kuhn
Louis Kiang
Pat Callaghan
Jim Maple
Larry Robinson

10 YEARS

Austin Saari
Thomas & Kelley Shirron
Wayne & Maureen Beers
Zachary Ashburn
Pietro McCabe & Gearred Duarte
Bobby Barakat & Arezou Bidgoli
Eric Dull
Ray McDonald
Scott Hundley
Horace Howells

15 YEARS

Michael & Melissa MacKay
Christopher & Ryan Marren
David Grant
Victor & Robert Omelchenko
James & Sarah Newland
Daniel Blair
Mark & Laura Kissel
Mark & Ellen Cherwien
Dennis & Fortuna Kemery
Joshua Leland

20 YEARS

Frank & Sue Hardesty
Arthur & Don Killinger
Karl & James Macklin
Patrick & Rachel Hiller

25 YEARS

Wiley Hodges

30 YEARS

T & Malle Tagamets

35 YEARS

Louis Clemente



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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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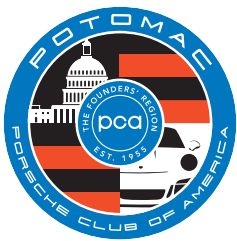
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PHOTOS BY **TED HOVIS**





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JOIN PCA

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

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

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

