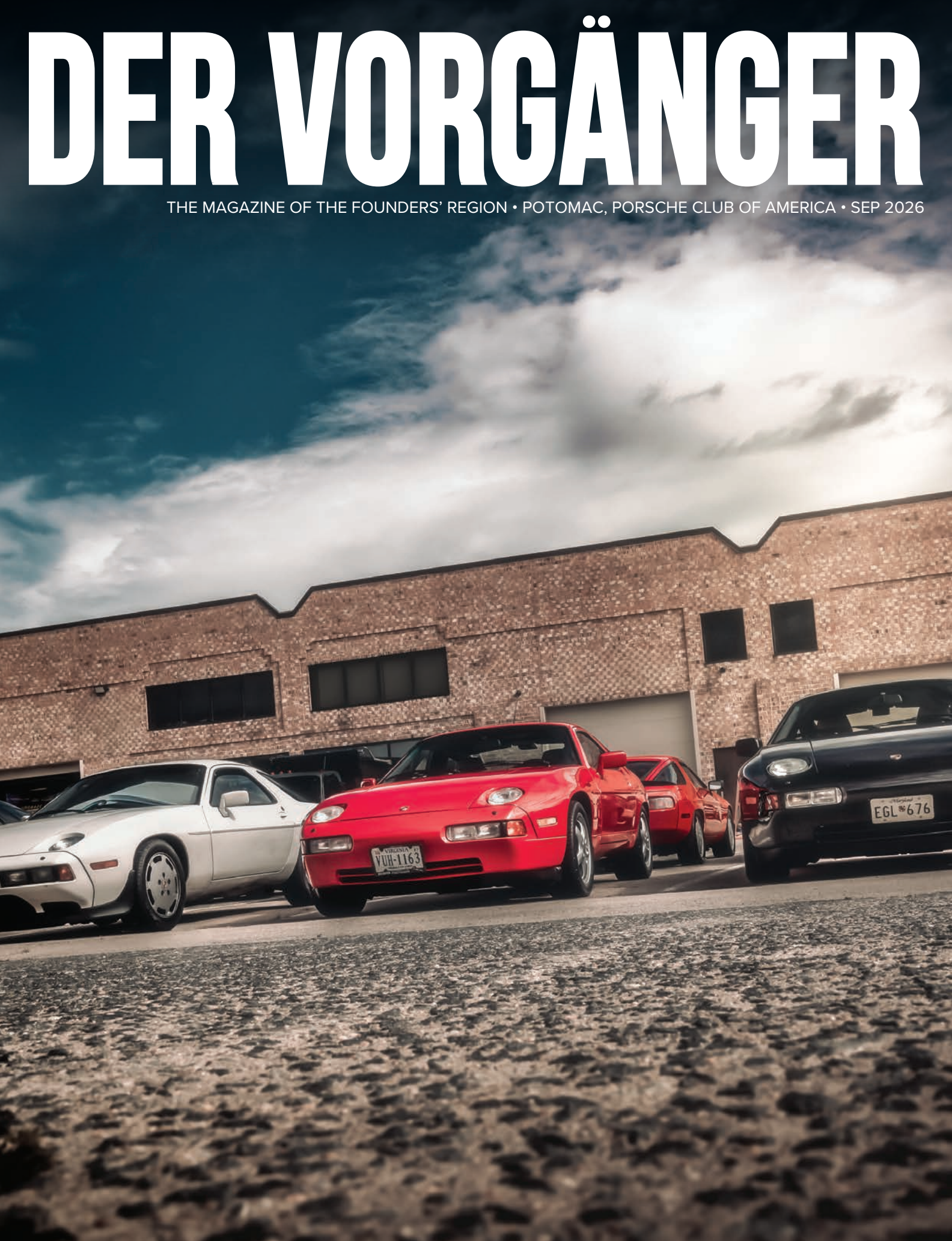
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UNDER THE BOOT

4 The Editor's Column

5 The President's Column

7 Potomac Events Calendar

10 Program Highlights

18 928 Shark Frenzy
By Ted Hovis

24 The Cowbells Arrive First
By Shvetank Shah

30 Werks Reunion in Monterey
By Joe Minarik

32 Potomac Sponsors

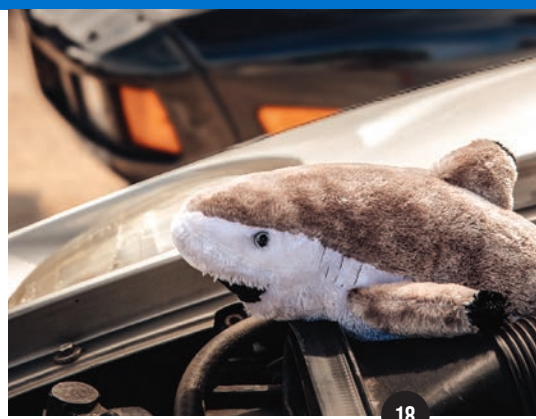
33 New Potomacans

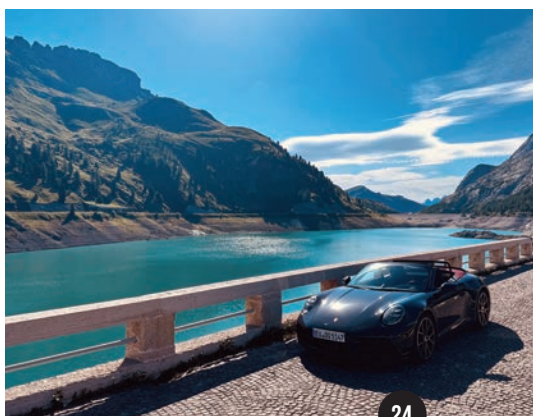
INSIDE BACK COVER

Member's Foto Corner

FRONT AND BACK COVER PHOTOS

Porsche 928s photographed by Ted Hovis at the 30th annual 928 Frenzy in Sterling, VA. Story on page 18.







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THE EDITOR'S COLUMN

A busy fall for our club.



Jason Aldag
Co-Editor

Fall is one of my favorite times of year to get out in my 996 C2. The weather cools off, the leaves turn, and there's still plenty of time to enjoy the car before winter arrives. And judging by the stories in this issue, a lot of our members have been making the most of the season.

September marked the 35th anniversary of PCA Club Racing, and Potomac celebrated with another Rock the Summit at the home track, Summit Point Motorsports Park. Ninety-three racers, more than 100 volunteers and three days of competition made for a busy weekend. It's easy to focus on the cars and the racing, but the amount of work that goes into putting on an event like this is pretty remarkable. Congratulations to everyone involved, and especially to the volunteers who make it possible.

We also have two Drive & Dine stories this month, with members heading into Virginia's countryside for visits to Mt. Defiance and White Hall Vineyard. Both outings offered winding roads, some beautiful scenery and a good excuse to spend a Saturday behind the wheel. And, of course, a nice meal at the end.

But if the cooler temps and looming winter gloom bum you out, check out longtime member Shvetank Shah's article about a driving trip to the Alps that's becoming a summer tradition. This year, it was arcing through the curves in the Dolomites.

One of the things I appreciate about PCA Potomac is the variety of events on the calendar. You can spend a weekend at the track, head out on a leisurely drive, or just show up to meet some fellow Porsche owners. There's no shortage of ways to participate, and you don't have to do everything to get something out of the club. Just check out the calendar in this magazine and pick a November event.

Come to think of it, I may want to continue enjoying my Porsche after the fall. I should finally get around to buying a set of winter tires for the 911. Do I get a new set of wheels and tires? Or just go full Safari package? Any recommendations greatly appreciated. DV



Passion for Porsches runs in the family.



Don Mattran
President

Many, if not all, of you reading this column this month may have become sick and tired of hearing me talk about how PCA Potomac members very much consider their club friends as family, as I do. Having recently lost my dad, Don Sr., to an aggressive form of brain cancer, I have been reflecting back on all the good times I spent with him. While he was not a member of the PCA Potomac family, he was a member of PCA (Suncoast Region in Florida). We started car stuff a very long time ago and I vividly remember doing autocrosses with him in the 1970's (maybe even late 1960's?!). We shared a Saab Sonett (if you want to know what that is you can ask Scott Bresnahan), and we were so competitive, we once had an exact tie, down to the thousandth of a second. I think our time was 52.267 seconds, and I also think we both got first place trophies that Sunday morning. It was front wheel drive and man could you burn rubber off the line in it.

Getting back to PCA: We both joined PCA in 1999. He was a Club Racer (911 SC) until he was almost 80 years old. In case you are worried, I have no plans to race until age 80, unless of course I start winning. I didn't drive the SC much, but my dad and my brother, Guy did share the car in PCA Club Racing, mostly at Sebring. Guy is a member of Connecticut Valley Region, and he has done much driving with his Potomac cousins, also volunteering with us as an instructor. Speaking of instructors, my dad was named Instructor of the Year by PCA/Suncoast when he was 80 years old. This recognition, to me, is one of the most prestigious awards anyone in PCA can receive. He especially enjoyed being a mentor to new instructors.

My dad did let me drive his 997.1 GT3 (last of the Mezger engines?) at Sebring. One time, he was in the right seat while I was driving his car, when I turned in a tad early into turn 1. Of course, I sensed it as soon as I did it and was able to manage my speed to safely negotiate the corner, but it didn't stop him from screaming at me about the cardinal sin I had just committed. In the paddock, he said he was quite



With dad (age 92) wearing his DE Instructors hat and his Cayenne S in the background.

happy to let me continue driving his car anytime, but not with him in the right seat. Kind of like when Steve Wilson is in the right seat with his son, Robbie!

Dad loved driving and instructing, continuing his Drivers Education career well into his 80's. I wonder if our good friend, Robert Yerman, intends to beat that record!

Back in May of this year, I decided to visit dad in Florida, and to do something fun and Porsche related. I ended up renting a 718 Boxster with both of us driving to Sebring to hang out at a DE. We had a blast and saw some old friends. One of the Red drivers heard dad was there and sought us out. Turns out dad was his first instructor and he was now driving a Cup car very successfully in Club Racing, and other race venues as well. Really meant a lot to dad.

I could tell you a ton more fun stories, but space is limited. I hope you have enjoyed hearing a little from me about what family and PCA mean to me. We should all cherish our time with family. DV



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CALENDAR OF EVENTS AND CLUB ANNOUNCEMENTS

NOVEMBER

- 1 Concours: Gathering Of The Faithful 2026, The Manor at Silo Falls, Brookeville/Olney, MD
- 1 Rally: Potomac's Fall Gimmick Rally Lost Barrel Brewing, Middleburg, VA
- 7 Social: Virginia Monthly Brunch, Firebirds Wood Fired Grill, Gainesville, VA
- 15 Drive & Dine: Morais Vineyard, Morais Vineyards & Winery, Bealeton, VA
- 21 Social: Maryland Monthly Brunch, Irish Inn, Glen Echo, MD

DECEMBER

- 5 Social: Virginia Monthly Brunch, Firebirds Wood Fired Grill, Gainesville, VA
- 12 Social: PCA Potomac Holiday Party & Toys For Tots, My Home Thai Bistro, Falls Church, VA
- 15 Social: Maryland Monthly Brunch, Irish Inn, Glen Echo, MD

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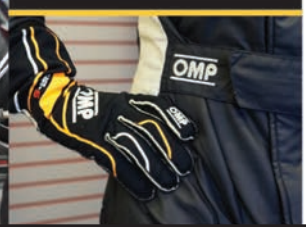
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POTOMAC PROGRAM HIGHLIGHTS

DRIVE & DINE



Mt. Defiance Cider Barn.

THE MT. DEFIANCE CIDER RUN

MOUNTAIN ROADS & RIVER VIEWS

STORY BY **STEVE COOK**

Soft morning light settled over Leesburg on September 12, 2026, as sixty participants gathered with their Porsches and a shared purpose: to leave the everyday commute behind for a memorable drive through Northern Virginia. With 32 Porsches divided among four driving groups, the Mt. Defiance Cider Run promised an irresistible blend of sweeping scenery, engaging roads and good company, finished with lunch and a relaxed gathering in Middleburg.

Leaving Leesburg, the four groups traveled south and west toward Bluemont through an unfolding rhythm of twists and turns. Stone walls traced the roadside, weathered barns stood among open fields, and bucolic farms unfolded beneath broad views of the Blue Ridge. The changing landscape and gently winding roads offered an engaging and enjoyable introduction to the day, showcasing the precision and poise of the Porsches while everyone took in the scenery and the shared journey.



Driving through the historic town of Middleburg, VA.

Beyond Bluemont, Mount Weather rose ahead, drawing the route into a direct climb toward the summit. As the elevation rose to a cruising altitude of 1,719 feet, the horizon widened until stunning views of the Shenandoah Valley opened at the peak. The descent then delivered the road's most intricate sequence: a lively succession of sweeping curves and tighter turns, with wooded ridgelines appearing and disappearing beyond the windshield. Taken at a measured pace, it was a memorable passage through mountain air and changing elevation.

At the base of the mountain, the route entered the Shenandoah Valley and closely followed the curves of the Shenandoah River. The road hugged the water, framing dense forest on one side and beautiful river views on the other. Before the journey continued toward Middleburg, the road relaxed with the landscape, giving everyone time to take in the wide sky and sweeping farmlands with the Blue Ridge Mountains painted in the background. Gradually, the valley's open expanses gave way to Northern Virginia horse country, where shaded lanes, handsome estates and miles of colonial-era fieldstone fences brought a quieter elegance to the final miles.

The destination was Mt. Defiance Cidery & Distillery in Middleburg. As each group arrived, the cars coalesced into a single gathering again, a colorful collage of Porsches. Over lunch and cider, participants revisited favorite stretches of the route, admired one another's cars and shared the easy conversation that follows a satisfying drive. The day shifted naturally from the pleasure of the road to smiling conversation and the pleasure of each other's company.



Potomacans sampling craft hard ciders in Mt. Defiance's Cider Barn.

Mt. Defiance added a distinctive flourish to the occasion by presenting the grand release of its sherry cask-aged bourbon. Richly connected to the character of the venue, the special release gave guests another expression of local craft to discover. Alongside the cidery's fall seasonal offerings and the shared meal, it lent the afternoon a sense of occasion worthy of the route that brought everyone there.

From Leesburg through Bluemont, up and over Mount Weather, alongside the Shenandoah River, through Fauquier County and into Middleburg, the Mt. Defiance Cider Run traced a near-perfect arc. It combined roads that rewarded thoughtful driving with scenery that invited lingering glances, then concluded with hospitality, autumn ciders and an exceptional bourbon debut. More than a scenic outing, it was a reminder of why a great Drive & Dine endures: the cars set the rhythm, the landscape supplies the stage, and the people make the journey worth taking. DV

DRIVE & DINE



Plenty of parking at the venue for the thirty-seven Porsches that participated in the drive.

THE ESTATE AT WHITE HALL VINEYARD INAUGURAL DRIVE

STORY BY **STEVE COOK**

On a pleasant autumn morning, the plaza at the National Museum of the Marine Corps became a striking mosaic of Stuttgart color and polished curves. On September 26, 2026, sixty-four Porsche Club members gathered beside thirty-seven cars beneath the autumn sky, exchanging greetings while leads and sweeps made their final preparations. Divided into four groups, the participants departed at measured intervals, an inaugural Drive & Dine bound for The Estate at White Hall Vineyard in King George, Virginia.

The first miles carried the groups west through Triangle, where the road seemed made for Porsches. Beneath the forest canopy, the roadway curled and dipped through soft, filtered daylight that gave the woods a subdued autumn glow. Each bend rewarded a precise turn of the wheel, while every brief straightaway allowed the cars to gather pace. In the mirrors, the procession appeared and vanished between the trees, headlights, bright paint and familiar silhouettes threading through the Virginia woods.

Turning south, the scenery opened into the farmlands of Nokesville and Catlett. Pastures rolled toward distant tree lines, harvested fields lay in earthy autumn tones, and the sky stretched wide above the four traveling groups. The route then folded into the forests of Stafford, where shadows deepened and the road resumed its winding conversation with the terrain. It was a drive of changing rhythms: pastoral calm, wooded intimacy and the poised mechanical music of cars built to make the journey matter.

At last, the route swung east into King George and slipped through the quiet countryside toward White Hall. The destination emerged with an easy, rustic grace, surrounded



White Hall Estate House.



A charming arbor walkway path.



Jackie Peters leads the drivers meeting.

by fields and forest. Its welcoming covered tasting area and open patio nestled between two landmarks: a heritage dairy barn, now a wedding venue, and the historic manor house, constructed in the 1700s. George Washington reportedly stayed on the property several times, lending the grounds another layer of Virginia history.

At White Hall, time is measured not only in centuries of human history but also in living wood. Near the manor house stand several trees more than 500 years old, including a remarkable 550-year-old Osage orange. In their ancient company, the afternoon took on an unhurried rhythm. The vineyard's award-winning wines, honored with gold and silver medals at international competitions, proved fitting companions to a leisurely meal and the gentle warmth of the day.

Conversation flowed from shared enjoyment of the journey and the venue. Drive & Dine veterans and first-timers settled into the estate's relaxed hospitality, catching up with friends and making new ones. Nearby, a local musician called "Hokie Joe" played guitar and sang the blues, his music drifting across the patio and blending easily with the unhurried afternoon. The combination was irresistible: great food, award-winning wine, comfortable autumn weather and the companionship of people who understand that a memorable destination begins with a memorable road. DV

CLUB RACE



Porsche Racing at Its Best! A tightly packed field of Porsches charges through a corner at Summit Point Motorsports Park during the 2026 Rock the Summit Club Race, celebrating 35 years of PCA Club Racing. Photo by FormerInstants.com

ROCK THE SUMMIT 2026
35 YEARS OF RACING, CAMARADERIE AND PORSCHE PASSION

STORY BY **ALLIE CONLEY**

Thirty-five years of PCA Club Racing. Ninety-three racers. Three days of competition. More than 100 volunteers. And one memorable weekend at Summit Point Motorsports Park!

September 18–20, 2026, marked another milestone for PCA Potomac Founders' Region as we celebrated 35 years of Club Racing with our annual Rock the Summit event. From the roar of Porsche engines accelerating down Summit Point's Main Circuit to the friendships shared throughout the paddock, this year's event delivered everything we've come to love about Club Racing.

From classic air-cooled 911s and 914s to Spec Boxsters, Caymans and modern 992 Cup cars, the variety of machinery made for a spectacular show.



Classic Porsches share the circuit at Summit Point, recalling the heritage of PCA Club Racing's 35-year tradition. Photo by FormerInstants.com

LET THE RACING BEGIN!

By Thursday evening, the paddock was filled with Porsches, race trailers, transporters and familiar faces. For many, Rock the Summit has become as much an annual reunion as a race weekend.

Friday brought practice sessions, qualifying and the first opportunity for drivers to establish their pace on Summit Point's challenging two-mile circuit. With its high-speed straights, technical corners and elevation changes, Summit Point rewards precision, patience and just the right amount of bravery.

Saturday featured sprint competition across the various run groups. From classic air-cooled 911s and 914s to Spec Boxsters, Caymans and modern 992 Cup cars, the variety of machinery made for a spectacular show.

The Vintage racers reminded us that age is merely a number, particularly when there's a Porsche involved! Thomas Kohler, driving his red 1995 Porsche 993, claimed overall victories in both Vintage sprint races, with Charles Mayer's 1972 Porsche 911 taking second in each.

The Spec Boxster group delivered the close competition we've come to expect from this popular class. Potomac's Robbie Wilson captured the first Green Group sprint victory in his 1997 Boxster, with Alex Au and Hunt McMahon rounding out the podium. The top four finished within seven seconds after 19 laps, proof that horsepower isn't everything when the cars are closely matched!

In Blue Group, Potomac racer David Cunicelli was the driver to beat, taking overall victories in both sprint races behind the wheel of his 2014 Cayman S. The mix of Boxsters, Caymans, 944s and other Porsche models kept drivers busy navigating traffic and battling for class honors.

Meanwhile, the Red Group brought the speed and spectacle of modern Porsche racing. Potomac's Michael Levitas, driving a 2022 Porsche 992 Cup car, swept both sprint races. David Williams finished second in each, with John Koster third.

POTOMAC PROGRAM HIGHLIGHTS



David Cunicelli (#328) was the driver to beat in Blue Group, winning both sprint races and his class in the Sunday enduro. Photo by FormerInstants.com



David Williams (#237) races at Summit Point; he finished second overall in both Red Group sprint races. Photo by FormerInstants.com



Potomac racer Dwayne Moses (#64) charges through Summit Point; he finished second overall in Sunday's combined enduro, just 18.868 seconds behind the winner. Photo by FormerInstants.com



Crew members work together during a pit stop, showing the teamwork and precision behind endurance racing. Photo by Ken Hills.

THE GRAND FINALE: A RACE AGAINST THE WEATHER

Sunday's forecast kept everyone watching the skies. Rain threatened to change the complexion of the final racing sessions, but the racing gods smiled upon Summit Point!

John Koster, driving his black-and-gold 2024 Porsche 992 Cup car, emerged as the overall winner after completing 62 laps. Potomac's Dwayne Moses finished second overall, just 18.868 seconds behind, driving his orange 2006 Porsche 997 GT3 Cup car. Robert Hargesheimer completed the podium in his 2011 Porsche Cup car.

Other notable class-winning performances included Potomac's David Cunicelli in Class J, Andrew Murphy in Spec Cayman and Alex Au in Spec Boxster.

BRINGING ROCK THE SUMMIT TO THE WORLD

One innovation we're especially proud of is Rock the Summit's livestreaming program. Potomac was the first PCA Club Race to introduce livestreaming, and we've continued building on that success.

Missed the action, or want to relive your favorite moments? You can watch the entire race weekend on the PCA Potomac YouTube channel.

WHEN THE TRACK GOES COLD

Our Friday evening volunteer appreciation festivities recognized the individuals who give their time and talents to make the event possible.

Saturday evening brought another celebration, with racers, volunteers, sponsors and guests gathering for dinner, awards and plenty of bench racing. Station Hill Bluegrass provided the soundtrack to an evening of friendship and celebration.



Racers, volunteers, and friends gather over dinner—because Rock the Summit is as much about community as competition. Photo by FormerInstants.com



Volunteers keep the hospitality flowing throughout race weekend. Photo by FormerInstants.com



Rock the Summit Race Chair Allie Conley presents racer Bob Mulligan with his trophy during Saturday evening's awards celebration. Photo by FormerInstants.com



Bluegrass music meets horsepower! Station Hill Bluegrass entertains Saturday evening guests beneath the Rock the Summit banner. Photo by FormerInstants.com

THE PEOPLE BEHIND THE CHECKERED FLAG

More than 100 volunteers helped make Rock the Summit 2026 possible. From Registration, Welcome, Hospitality and Paddock operations to Grid, Timing & Scoring, Flagging & Communications, Scales, Community Service, Sponsorship and Livestreaming, every area of the event depends on people willing to give their time.

Some arrive days before the first green flag to prepare the facility. Others spend long hours in the sun, coordinate logistics, welcome participants or work behind the scenes to keep everything running smoothly. Their dedication and generosity are the foundation of this event.

A special thank-you goes to the 36 individuals who supported our Club Race Benefactor Program in 2026! With rising costs for track rental, livestream production and essential services, including food, tents and golf carts, our Benefactors help offset expenses while preserving the racing, hospitality and camaraderie that define the event. DV



Members of the Grid team help make a safe, successful race weekend possible. Photo by FormerInstants.com


928 SHARK FRENZY



Left page: Many of the 928's signature Porsche V8s were on display. This V8 is a late model, boasting 32 valves (four per cylinder) as it is clearly shown on the intake manifold.

Left: The 928's cockpit was very different from the 911s of the era. It featured a prominent transmission tunnel and a dash that wrapped around the driver.

Below: Another signature feature of the 928 was the pop-up headlights that were visible when in the down position



KEEPING THE FAITH FOR 30 YEARS

STORY AND PHOTOS BY **TED HOVIS**

The official PCA "Gathering of the Faithful" show scheduled for September 27 was postponed due to bad weather, but an event held the previous day was perhaps even more worthy of that title. The 928 Frenzy, often affectionately referred to as the "928 Shark Frenzy", is a congregation of owners and fans of a Porsche model that was last produced in 1995 and is becoming an increasingly rare sight at shows and meetups.

This is the 30th year for 928 Frenzy as an annual event. In total, 45 cars showed up, with 74 registered attendees and 24 guests from locations all over the East Coast. Some attendees no longer own a 928 but continue to come and engage with fellow enthusiasts and friends.

Darryl Nichols, owner of Odds and Ends Detailing, has graciously hosted the event at his shop in Sterling, Virginia, for the past few years, partnering with organizer Greg Nichols (no relation, but "practically cousins" due to their long friendship).

As a first-time 928 Frenzy attendee, it was immediately obvious that this group shares an uncommon passion for their uncommon cars and a long-running camaraderie, truly a subculture within a subculture. One could almost assume that a 928-themed shirt and multiple 928 Frenzy window stickers were mandatory requirements for admission. I didn't ask about tattoos and boxers, but nothing would have surprised me.





Left page, from top: **Photo 1** A broad spectrum of 928 models and colors were in attendance. **Photo 2** Yes, all variants of 928s were available in Guards Red.



928s came in from all over the country, including this beautiful S4 from the Peach State.

Now, about the name. The 928 debuted in 1977 in Nice, France, and soon drew comparisons to a saltwater predator due to its aggressive, low-slung wedge profile, pointy front nose and recessed pop-up headlights that resemble a shark's eyes. This was, of course, the era of Jaws mania, when traumatized movie audiences were likely seeing random shark images for years whenever they left the house.

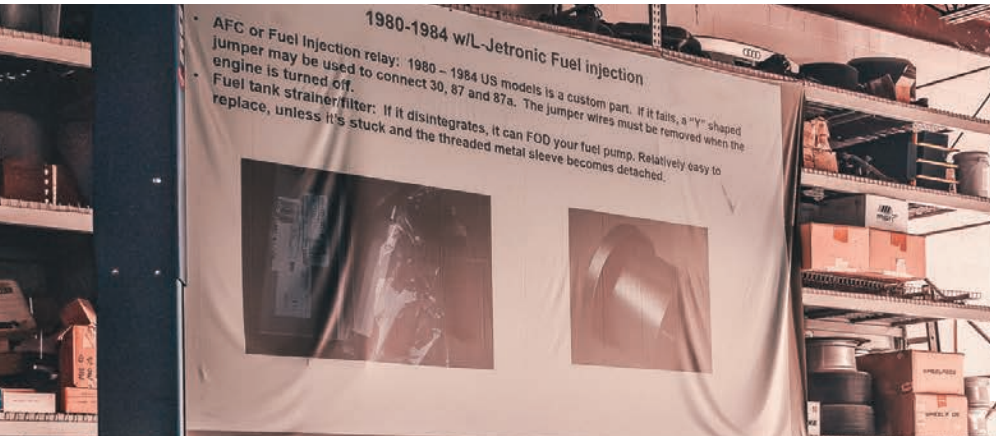
The 928 wasn't so much a replacement for the 911 as a Plan B. Trends in emissions and safety requirements in the 1970s made Porsche management doubt that the small, primitive 911 could survive into the 1980s. By contrast, the 928 was a car that looked 20 years ahead of its time and absolutely nothing like a typical Porsche. It was a large, sophisticated and comfortable four-seat grand touring coupe featuring an all-alloy, liquid-cooled V8 and was expected to compete head-on with comparable luxury offerings from BMW and Mercedes.

It was never a sales leader but had a solid 18-year run, with approximately 61,000 cars produced, positive press, industry awards and a cycle of continuous improvement, not to mention high-profile product placement in iconic 1980s movies with on-screen drivers such as Tom Cruise, Al Pacino and Kelly LeBrock (OK...we'll squeeze in Anthony Michael Hall, too). But alas, the 911 remained the gold standard for what a Porsche should be in customers' minds, ultimately rendering the complex, premium-priced 928 financially unviable amid the mid-1990s economic crisis, which nearly sank Porsche entirely.

Throughout the morning, examples of all generations of 928 rumbled onto the worn concrete of the small, unassuming suburban industrial park, spanning a range of vehicle conditions from pristine to patina. After the initial heartfelt hugs and laughter subsided, war stories quickly dominated the conversations. Topics included rebuilding engines that had caught fire, stripping bits from donor cars and having to rely more and more on the DIY community and 3D printing due to the ever-shrinking pool of qualified 928 technicians and original parts.




FRENZY
928 Forum 23
928


1980-1984 w/L-Jetronic Fuel injection
AFC or Fuel injection relay: 1980 – 1984 US models is a custom part. If it fails, a "Y" shaped jumper may be used to connect 30, 87 and 87a. The jumper wires must be removed when the engine is turned off.
Fuel tank strainer/filter: If it disintegrates, it can FOD your fuel pump. Relatively easy to replace, unless it's stuck and the threaded metal sleeve becomes detached.


EMOTIONAL
SUPPORT VEHICLE


EXIT



Left page: 928 culture is all about fun, participation, community, and a touch of irreverence towards the 911 crowd.

Left: Parts support is quite extensive. Sterling Gee of 928 Innovations is quite knowledgeable and happy to help.

Below: The 928 Owners Club has a very active membership.





The first tech presentation of the day, by George Michaels, was matter-of-factly titled "Failures That Might Strand You on the Side of the Road & Tools & Parts to Take With You on a Road Trip." The crowd watched intently and participated as if they'd all been there before. This, my friends, is what true faith looks like. Stan Kolen also hosted a discussion on the proper repair and bleeding of the 928's hydraulic clutch system, followed by a robust Q&A session.

Gatherings of classic 911s tend to be dominated by bragging tales of cuckoo prices, with cars doubling and tripling in value. At the Frenzy, there was a persistent, aching hope that the 928 has slowly begun to find its groove with collectors who have been priced out of other vintage Porsches, certainly realistic given the surge in popularity of just about anything analog from the late 20th century. But it's not about "investment potential" with this crew, as they clearly relish their status as contrarians with an air of defiance, driving a rare, important car that has genuine road presence and cultural significance.

So this is it, then. Rumors once circulated about a modern, front-engined, Panamera-derived GT car, but it now appears that the legacy of the two-door V8 Porsche coupe rests in the stubborn, capable hands of the faithful, many of whom will assemble their "sharks" in the friendly waters of Sterling, Virginia, on the weekend closest to September 28 for years to come. DV


EU QQ 5147



Left page: My 992 rental parked on the dam over Lago di Fedaia.

Left: Shvetank poses with the 992 Cabriolet he rented for the trip. He always rents convertibles on his trips to fully experience the views, smells, and of course sounds.

THE COWBELLS ARRIVE FIRST

STORY AND PHOTOS BY **SHVETANK SHAH**

I hear them somewhere around the next blind corner, long before the meadow comes into view. The road curls around another wall of pale limestone, and through the open cockpit comes the soft, irregular ringing of dozens of bells drifting across the valley. A few seconds later the cows appear, scattered across a hillside so green it almost looks invented. For those moments, the Alps seem to have suspended the usual laws of the universe. Here, sound travels faster than light.

This was my fourth Alpine driving trip, and the third in what has become an annual tradition. Every Fourth of July weekend, while folks back home are settling into barbecues and fireworks, I meet the same group of friends somewhere in Europe — a group of Porsche lovers. We connected serendipitously through an article I read in these very pages, an unlikely beginning for something that has become one of the fixed points in my year. They drive down from Stuttgart, I fly across and rent a car, and we choose a different part of the Alps to spend four days crossing mountain passes from breakfast until dinner. France one year, following the Tour de France. Slovenia and Austria the next, with memories of the First World War everywhere in the Julian Alps. This year, the Dolomites.

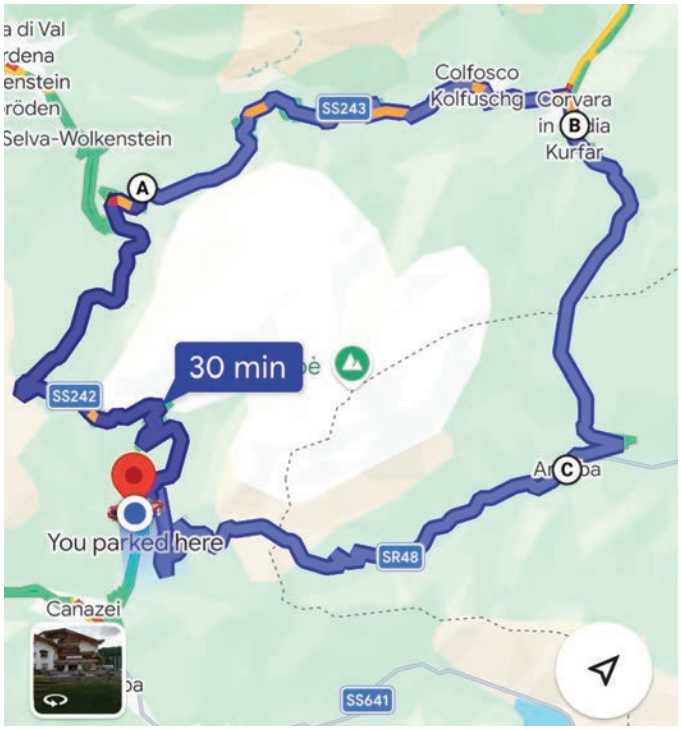
I've rented a convertible for every trip — a Boxster last year, a 992 base cabrio this year. A coupe would be quieter, stiffer and better insulated, which misses the point. I want the wind and the changes in temperature as the road climbs and falls. I want wildflowers, wet stone and cow dung, the engine Dopplering through tunnels, my childlike giggles following close behind. I want the bells before the cows. I want as little distance as possible between myself and the mountain.

The driving itself demands that kind of attention. These roads invite speed, but only if you earn it. The road has already found the pass, following the grain of the mountain because it has no other choice. Hairpins exist where the mountain has refused a straighter answer.

There are low-slung Armco barriers that look incapable of stopping a runaway cow, much less a car, though at least they mark the perimeter of the blind turns and give me something to aim away from. Hairpins tighten unexpectedly. Lycra-clad cyclists grind uphill at walking pace while motorcyclists chase lean angles in the opposite direction. German tourists creep along in rented SUVs. Buses occupy every available inch of a switchback. Farmers move equipment between fields and hikers emerge from trailheads. Trucks appear exactly where you would prefer they did not. For a few days each July, we join the migration.


EU QQ 5147
S UL 7824
BB CT 718





One of our routes was the Sellaronda, which links the four valleys across the Sella massif.



Tornanti = hairpin bends in Italian.

Left page, from top: **Photo 1** Some of the group parked on an overlook in Canazei. **Photo 2** This drone shot of our group was taken at our hotel, Hotel Lupa Bianca in the town of Canazei.



The panoramic views at every rest stop were amazing.

At the beginning of every trip I notice the same instinct returning. I start watching Robert's brake lights and Nathan's pace through a corner, wondering whether I could close the gap before the next overlook. It's an old habit, polished over decades in business and reinforced on the track, where paying attention to what someone better is doing can make you better too.

Following Robert down one long descent, I could smell his brakes, that sharp metallic scent of hot pads and rotors turning momentum into heat. At these speeds and on these roads, attention keeps finding new things to occupy itself with.

One afternoon I committed to a right-hand corner before realizing it was tightening into a decreasing-radius bend. I had entered too quickly. Braking while turning is one of those things HPDE instructors teach you to avoid, but the wall was inches away and I had no idea what might be coming toward me around the bend. The lesson from the track that mattered now was subtler: keep looking through the corner. Stay smooth. Ease onto the brake without asking too much of the front tires. Trail brake. The car tightened its line, the road eventually opened, and my heartbeat took considerably longer to settle.

Later, a man in a white truck decided that my passing him was an insult worth defending. As I came alongside, he drifted toward me and began squeezing me toward the edge of the road. For a second the mountain, the view, the perfect weather and all the romance of Alpine driving vanished into a few feet of asphalt and one stranger's cussedness. Then he was behind me, and the road continued.

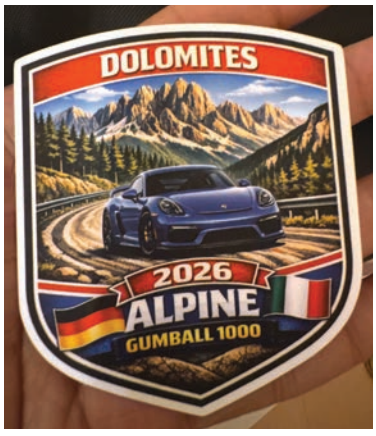
The temperature drops as we climb into shadow, then rises again as the road crosses into sunlight. An engine note leaves the exhaust, hits a limestone wall and comes back through the open roof.





Auggie enjoying the crisp mountain valley water.

Left page: A group of participating Porsches parked in front of the Hotel Savoia - Passo Pordoi (Pordoi Pass) in the heart of the Dolomites.



2026 Alpine Gumball 1000 – Dolomites Commemorative patch.

Jay and Kim brought Auggie, who spent much of the trip riding in the back of their convertible wearing dog goggles. By the second day the sight of him sitting there, ears flapping in the slipstream as we climbed another pass, had somehow become normal.

The Dolomites themselves are stranger than they first appear. More than 250 million years ago, much of what now rises vertically above these roads was part of a warm tropical sea, where reefs accumulated before tectonic forces lifted and fractured them into mountains. Driving the Sella Ronda, circling the massif across four connected passes, I kept looking up at those pale towers and imagining ocean where there was now sky.

Somewhere around the middle of each trip, the competitiveness fades. I never decide to let it go, nor can I identify the corner where it happens. I simply notice that Robert has disappeared around the next bend and I feel no urge to catch him. We will meet at the café. Jay has fallen behind because Auggie needs a break, so we wait. Lunch stretches another half hour because the conversation is good.

I am still driving quickly, and perhaps more smoothly, but I am noticing different things. The metallic smell of hot brakes is replaced by wildflowers warming in the afternoon sun. The temperature drops as we climb into shadow, then rises again as the road crosses into sunlight. An engine note leaves the exhaust, hits a limestone wall and comes back through the open roof. Fresh-cut grass turns to pine, then manure, and I know before I see anything that there are cows ahead. I occasionally have to choose between paying attention to that beauty, and finding my braking point.

One morning, Spence rode shotgun and we talked about reflection and inquiry. Meditation practice teaches anchoring on breath, or sound: a fixed point to return to when the mind, inevitably, wanders. Driving at speed, with whiplash changes of direction, feels antithetical to the whisper-quiet stillness of yogis, yet I feel more aware, more in the present. The hairpin demands enough of me that there is no spare bandwidth for the autobiographical self. For a few minutes, perhaps nobody is driving through the Alps. There is just driving.

MORE COWBELL

They come around the blind corner before the meadow, before the animals, before anything the eye can confirm. The sound hangs for a few seconds in that peculiar space between knowing and seeing, and then the road turns and the whole scene reveals itself.

By the end of the trip, those moments had become more memorable to me than the fastest descent or the cleanest sequence of corners. Somewhere among the driving, the long lunches, the ridiculous dog goggles, the hot brakes and the mountains that used to be coral reefs, I had stopped keeping score.

Perhaps that is why these trips now feel like pilgrimages. I return each July to drive fast through beautiful mountains with friends I once met by accident, and somewhere along the way the urge to measure myself loosens its grip. I notice the wind. I smell the fields. I hear the flat-six bounce off the stone.

And, somewhere beyond the next blind corner, the cowbells arrive before the cows. DV



Gee, I thought the Panamera was the big Porsche.

WERKS REUNION IN MONTEREY

STORY AND PHOTOS BY **JOE MINARIK**

One of the wonderful things about "Werks Reunion," a twice-yearly (first in Amelia Island, Florida, then in Monterey, California) Porsche Club of America event, is that it is so huge, delivering such sensory overload, that every Porsche lover can have his or her fill with plenty left over. You can focus on your favorite facet of our favorite marque, then reach out for more, but you will never absorb it all. It is like Willy Wonka and the Porsche Werks.

For that very reason, Porsche fans can talk about Werks for the entire remainder of the year – and then long for the next year. And the next year will bring yet another overload.

With the good fortune of an essential, pleasurable "work" trip to Monterey almost every August, I have become close to a Werks regular – but not as regular as many others, especially the West Coast dwellers. I can dive into, but then must hop out of, the pool. But it is a treat to talk to so many folks from Washington (no, the real Washington, as they say) to southern California and East to the Rocky Mountains who make the pilgrimage every year, in their own Porsches, and who can linger and take in a comfortable tan at that poolside.

And that is what makes Werks so massive, and so multi-layered. At the peak of the tasty mélange are the vehicles from PCA National and the factory itself. These include Mae West-style too-much-of-a-good-thing-can-be wonderful creations, alongside exquisite but more down-to-earth one-off Porsches you could imagine selling in numbers (and that you might dream of buying, and even driving to a high-end supermarket, yourself). And then there are the Porsches entered in the Concourse competition, a whole par-5 fairway worth of them, sorted into groups from the latest 911 variants (and Panameras, and Taycans) to 356s. Preparation ranges from full restoration to preserved originality, with the only common element being the owners' love. And the owners will love to tell you about their cars, and to hear about yours.



A Rauh-Velt special from Japan, with paintwork that might qualify as intricate.



We all believe that our Porsches should be driven. But a daily driver Carrera GT?



Yeah, it blew me away, too. A reimagined 550 coupe.



This "GTH" is what happens when you let Graham Rahall get his hands on a current GT3.

Make your way through that layer — and it can take hours if you try to absorb all of the detail — and you reach a selection of competing restorations, one each entered by virtually every West Coast Porsche dealer, which is a contest of its own. The dealers make fascinating choices of cars to restore, ranging from perfecting a newer vehicle, to virtually rebuilding an older one, to converting a competition car to road use. The dealers, of course, are highly knowledgeable, and they are speaking to potential customers, so the presentations are fantastic; expect to see the old, rusty fuel pump and the decrepit brake calipers in the trunk (though usually the frunk), along with documentation of the laborious process of turning the diamond found in the rough (or the barn) into a dazzling gem. Werks attendees vote for the winner in that competition.

And then there is the "parking lot." Porsche drivers can (not all do) sign up for model-specific corrals. Don't be surprised to see cars that you would admire if they were in the Concours. And you can go to the corral of the Porsche you own (or the Porsche you wish you did) and admire (or criticize) what a West-Coaster has done with your favorite. Even the $40 drop-in lot (where I put my Oscar de la Rental) holds delectable examples of other marques, whose owners dropped by to see the really good stuff, including the 911 parked two cars away.

You will strike up conversations with fellow Porsche owners near the food trucks, which can yield real treats of small-world connections as well as true interest in our marque. You can also see real faces and hear real voices, linking them to photos of figures from the factory and PCA National.

Werks is a fun day for Porsche folk like you and me. A trip to Monterey during its Car Week can be an adventure in many dimensions — including hotel rates — but if you can pull it off, take in the Werks Reunion. Or if Amelia Island is more your thing, take some pictures and write it up for der Vorgänger so that I can read all about it. DV

JULY
2026

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CALL FOR PORSCHE AUTOMOBILIA

We're looking to feature Potomacans' automobilia. Doubtless you have interesting artifacts, posters, trophies, badges, programs, models, emblems or other Porsche-related collector items stashed away, displayed in your office or sitting on a bookshelf that would be of interest to the club. Time to let light shine on those items we'd like to show in future editions of dV!

SEND US YOUR AUTOMOBILIA

Please submit your items with your name, a brief description and high-resolution photo(s) by email to: **dveditor@pcapotomac.org** And watch this space!

AUGUST 2026

NEW POTOMACANS

AUGUST

AMR ALKHATEEB
2008 Cayman S
from Alexandria

GREGORY AULDRIDGE
2015 Cayman S
from Manassas

JAMES BAILEY
2023 Macan
from Mechanicsville

JAMES BARNETT
2020 Cayenne E-Hybrid
from Fairfax

SUKHJOT BEDI
2015 911 GT3
from Ashburn

BEN BLOSCHOCK
2022 Cayenne S
from Falls Church

MARK BUCHER
2025 Panamera 4S E-Hybrid
from Bethesda

ANDREW BURKE
2026 911 Carrera T
from Alexandria

KENT CARSTATER
2011 911 Carrera 4S
from Vienna

FRANK CHRISTIAN
2026 911 Carrera
from Alexandria

CHLOE CURTIS
2026 Macan GTS
from Chantilly

DAVID DEJESUS
2009 911 Carrera Cabriolet
from Waldorf

JOSEPH DIMINO
2002 Boxster S
from Washington

SHERISE EWAYS BUELL
2021 Cayenne Turbo S E-Hybrid
from Leesburg

JOHN FILLER
2023 911 Carrera 4S
from Frederick

YOHANCE FULLER
2024 911 Carrera 4S
from Washington

TESSEMA GETACHEW
2026 911 Carrera GTS
from Mclean

HUGH HALL
2024 911 Carrera T
from Potomac

RAYAN HAMZY
2017 911 Carrera S
from Springfield

CORY HUGHES
2014 Cayman S
from Waterford

JENNIFER KING
2022 Cayenne E-Hybrid
from Gainesville

BRET KOHLER
2008 911 Carrera
from Woodbridge

LISA LATIMER
2005 Boxster S
from Vienna

DALE LEWIS
2003 911 Carrera
from Inwood

NGOC LY
2026 911 GT3
from Springfield

DANIEL MARUN
2026 Panamera 4
from Washington

GAVIN MEALY
2017 718 Cayman S
from Ashburn

PHILIP MEANY
2001 911 Carrera
from Arlington

KAMRAN MOGHADDAM
2013 911 Carrera 4S
from Sterling

EDWIN NAZARIO
2025 Macan
from North Bethesda

BRUCE PATTERSON
2014 Cayenne GTS
from Laurel

STEVE PENCE
2016 Macan S
from Bluemont

NIC PEREZ
2017 Macan S
from Leesburg

STEPHEN PERRY
1989 911 Carrera Targa
from Olney

MICHAEL PERRY
2010 911 GT3
from Rockville

ANDY PETERS
2001 911 Carrera
from Arlington

JOSEPH RAMSEY
2025 718 Cayman S
from Fort Washington

MARK REED
2020 911 Carrera 4S Cabriolet
from Herndon

SAMUEL RICKETTS
2006 911 Carrera
from Laurel

NIELSEN RIVERA
2003 911 Carrera 4S
from Woodbridge

PETER ROWAN
2012 Cayenne S
from Bethesda

NATE SCHNEIDERS
2010 Boxster
from Arlington

MANOJ SRIVASTAVA
2026 911 Carrera Cabriolet
from Reston

NICHOLAS STEED
2007 911 Carrera 4
from Capitol Heights

AARON THOMAS
1979 911 SC
from Washington

PATRICK TRUEMAN
2026 911 Carrera S
from Alexandria

TODD WALTHALL
2022 911 Carrera 4S
from Mclean

CRAIG WILSON
2024 718 Cayman GTS 4.0
from Stafford

EDMOND WYBAILLIE
2014 Cayman
from Sterling

NEW MEMBERS = 49

MEMBERS TRANSFERRING TO POTOMAC IN AUGUST 2026

JAMES K. JOLLY
1983 911 SC
from Chesapeake Beach

BRANDON SELLERS
2004 911 Carrera 4S
from Falls Church

BRIAN C. CLARK
2025 Taycan 4S
from Alexandria

DOUGLAS CLAIR MEDRUE-GOOGE
2024 Macan S
from Rockville

SEPTEMBER 2026

PCA POTOMAC ANNIVERSARIES

SEPTEMBER

5 YEARS

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Chauncey Leagones
Jim Laflamme
Nelson Perez
Adam Vesey
Walter Mcwhirt
David Broome
Mark Harris
Alvaro Sanmartin Baez
William & Melissa Simkins
Ken & Juliana Wojcik
Andrew Raszewski
Kevin & Amy Henderson
Tom Sauro
Robert Alexander & Ghulam Mustafa
Michael Daugherty
John Landman
Daniel & Elizabeth Parker

10 YEARS

T Christopher & Mary Roth
Marc Zaslow
Robert & Scarlet Rose Hand
Jose Ramirez
Ray walker
Ryan Wright

15 YEARS

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Timothy & Cindy Stone
Eric Lee & Jane Weir
Steven & Janie Gifford
Thomas & Vanessa Bishop
Bernd & Concepcion Debusmann
Bob Hopkins

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Jose Villarino & Monica Lucero
Robert Borris
Alex Rhodes

25 YEARS

Gerald & Justin Kafka
David & Katherine Olimpi
Gordon & Jean Wilson
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30 YEARS

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Stephen & Daniel Bates
Mark & Gail L. Allen

35 YEARS

Robert & Robert Joseph Waldschmitt

45 YEARS

John Kemper & Anne Gavin

50 YEARS

Robert Carey & Judy Cappello
V & Michele Straus







DER VORGÄNGER

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

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

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

ADVERTISERS' INDEX

Auto-Therapy	36
Autobahn	36
Auto Sportsystems Group	3
BlueRidge Motorwerks	36
Craftsman Auto Care	IFC
D&V Auto Body	9
Engel & Völkers	34
Group C Curation	4
Intersport	2
OG Racing	8
Radial Tire Company	3
Reflections Auto Salon	5
RPM	8
SSI	9
TPC	35
Westminster Speed & Sound	8
William Clothiers	34

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