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Cover photo: The Porsche 919 No. 19 conquered the track at Le Mans. *Photo by Daniel Munarriz.*



der Vorgänger

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of the Founders' Region, Potomac,
Porsche Club of America.

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Even Porsches Have Flats

I'm late for work. It's raining – hard. Can't put the top down but no matter, even the short drive to Bethesda in my Boxster GTS is to be relished. Fire up that great sounding engine – wait – a big ! directs my attention to the Tire Pressure Monitoring System (TPMS) which tells me that my right rear P Zero 265/35ZR20 is down 6 PSI. Hmm...I'm sure I can make it to the office ... wait, don't be stupid ... so I carefully drive to the local gas station.

“Sorry, we don't work on 20 inch rims. But our companion auto body shop does”. No problem, just around the corner is Precise Auto Service of Kensington, Maryland and they are pleased as they can be to see me on such a nasty day. Seriously, they are pleasant and ready to assist. They very carefully find the jack point for the right rear, set the jack so as not to crimp any of the sheet steel under the rocker panels and remove the tire. The sheet metal screw midway on the tread is quickly removed; a plug inserted with significant effort (very small puncture hole); vulcanizing glue applied and the tire is ready to be remounted. Lug nuts are hand started, tightened with an air gun AND hand torqued to specs. The tire is inflated to 33 PSI (at my request to match other tires) and checked with a digital gauge.



Glenn Cowan



Michael Sherman

Twenty minutes later I am on my way. The charge was \$25.00 and it was the easiest money I've ever spent on a car. What could have been a major interruption was quick, easy and even pleasant.

That was Monday.

Saturday of the same week my wife and I are on our way to State College. Ten miles north of Frederick my TPMS comes on to tell me that now the left rear tire is down 6 pounds. It is July 4th so it is unlikely that anything will be open. Other than a gleaming Merchant Tire center 2 miles away! The manager once drove a 1995 911 and naturally loves Porsches. In no time a tech has found nothing wrong with the tire and with a suggestion that I get the TPMS checked, we are on our way. No charge. The TPMS has shown all four tires are inflated just right since.

Given a flat tire and a warning of another, it was a good week and a refreshing reminder of how helpful strangers can be. Enjoy the road!

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Happy Anniversary!

Happy Anniversary! First, to my wife, Gail, for the 25th anniversary of our marriage; and, second, to Porsche Club of America for the 60th anniversary of its existence. In order to commemorate this anniversary, PCA National has designed and is selling various items with the 60th anniversary logo, including a 30" x 48" garageart banner which I recently purchased for only

\$39.99 online at www.pcawebstore.org. An image of the logo is shown here.



In roughly 60 days after you receive this issue of *der Vorgänger* (on Sunday, October 4th), we will celebrate our 60th over dinner at Lansdowne Country Club. Please save the date and register early at www.motorsportsreg.com for what is sure to be a sellout event. There will be a raffle and a Wash & Shine (each with terrific prizes), and the venue is second to none. If you would like to make a day of the affair, come join us at Lansdowne earlier that day for a round



Howard Hill

of golf. Please feel free to come regardless of your skill. Duffers, Hackers and Aces alike are welcome to join the fun. If you want to play, I encourage you to sign up soon also at www.motorsportsreg.com. The golfing event is also sure to be a sellout.

We started as a small group of enthusiasts who founded a casual and informal club. Now, we members of Porsche Club of America comprise the largest single marque car club in the world. Congratulations!

Congratulations also to our winners at this year's Parade in French Lick, Indiana: (1) our Webmasters, Michael Handelman, Ken Harwood and Ron Flax, won first place for our Website; (2) our safety guru, Dan Dazzo, took first place in his class of the Autocross competition; and (3) Craig and Linda Davidson earned sixth place in the Rally!

If you are reading this column and happen to be among the group of our founders, please let your voice be heard and write to us with your memories, thoughts, comments and concerns. The best way to reach us is by sending an email to the following address: dveditor@pcapotomac.org. In fact, we welcome your ideas and input even if you are not a founding member. Ladies and Gentlemen: Sharpen your pencils!

An advertisement for OGRACING. The top left features the slogan "The Best Brakes. From the Best Source." followed by logos for PFC BRAKES, HAWK PERFORMANCE (with the tagline "BRAKE PAD TECHNOLOGY OF CHAMPIONS"), and PAGID. Below these logos is a small photo of Mark Francis, a 20-year Potomac PCA member, with a text box describing him as an expert on brakes. The right side of the ad shows a close-up of a racing wheel with a red brake caliper. The OGRACING logo is prominently displayed at the bottom right. At the very bottom, the text reads "Your Source for Motorsports Safety Equipment • www.ogracing.com • 1.800-934-9112".

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Potomac's 2015 calendar

The information below is accurate as of date of publication. However, you're advised to check Potomac's website at pcapotomac.org for further information and the most up-to-date information.

August

- 1 Tech Session #6, Porsche Silver Spring, 9am – 1pm.
- 1 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 7-9 DE Porschefest, Summit Point Main.
- 8 Autocross #4, Porschefest.
- 8 Porschefest Drive & Dine.
- 8 Second Saturday Breakfast at Silver Diner, Merrifield, VA, 8am – 10am.
- 15 BBQ at Euro Pros, Gaithersburg, MD.
- 15 Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 22 Tech session, IMA Motorwerke, 9am – 1pm.
- 22 Potomac's Drive to the Drive-In, Bengies Drive-In Theatre, Middle River, MD, 5pm – 12am.
- 23 Augustoberfest concours, Hagerstown, MD, 11am – 2pm.
- 23 Rally to Augustoberfest, Hagerstown, MD, 10am – 2pm.
- 28-30 Driver's Education at Dominion Raceway, Thornburg, VA.



Save the Date

PCA Potomac invites all our members to join in the celebration of our 60th Anniversary at Lansdowne Resort for a day filled with laughter, activities and prizes

Sunday, October 4th, 2015

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A portion of the proceeds will be donated to our club charity, Carol Jean Cancer Foundation.

Potomac Monthly Brunches

Potomac breakfasts and brunches 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, 11am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

Virginia: second Saturday of each month, 8am. Silver Diner, Rt 50 in Merrifield, VA.

Maryland: third Saturday each month, 11am – 1pm at the Irish Inn, 6119 Tulane Ave., Glen Echo, MD.





Letter From Europe

24 HEURES DU MANS 2015

by Daniel Munarriz



We could talk about the romantic spots in the Loire region, its gastronomy, good friends met during the week of the Le Mans, but 2015 is the year of superlatives in sports.

After a long struggle of 24 hours, Porsche re-found victory and did it in imperial form. The most successful brand in the French classic got its 17th victory after a hiatus of 17 years. To do this, the rookies Nico Hulkenberg, Earl Bamber, and Nick Tandy traveled 5,382 km. At an average of 224 km/h, they were only two laps off the absolute record set in 2010 when there were no limitations on fuel consumption.

Porsche proved its superiority early on in qualifications. Neel Jani broke the lap record by almost two seconds with the new 919 Hybrid model, which was 30 kg lighter, had more efficient aerodynamics, and employed 8 MJ of electricity per

lap. The Swiss driver scored 3'16"887 (249.2 km/h), only two seconds behind the absolute record of the Porsche 962C of Hans Stuck in 1985 when the track was not crippled by chicanes along the main straight.

In the presence of 263,000 spectators and the president of the French Republic, François Hollande, 55 cars and 168 drivers representing 29 nations took the start. There was tough competition in the LMP1 class, including Audi, Porsche, Toyota and Nissan, who performed a show at the height of their means.

The Porsche team led most of the race, in fierce battle with Audi. Hour after hour they battled it out.

Webber-Bernhard-Hartley (driving no.17) were leaders until dusk. A penalty for overtaking under



yellow flags made them lose three positions and the head of the race. Audi, the "sister" brand took control of the race, although changes would continue in the leader ranks (28 changes along the entire race). Toyota and Nissan remained as spectators. The Japanese had no chance and just watched the Germans battle it out.

From the ninth hour, the Porsche No. 19 took the first position and held it. Audi continued its desperate chase until mid-morning on Sunday when the trio managed to build a lap ahead. Finally electrical problems delayed the Audi and Webber-Bernhardt-Hartley (No.17) recovered the second position to capture a historic double. The success was completed by Jani-Dumas-Lieb in 5th position with 919 Hybrid No.18. All three 919 vehicles finished the entire 24 hours in positions 1-2-5. A success indeed.

The GT Pro category was a fierce battle. Corvette and Ferrari led after removal of the top

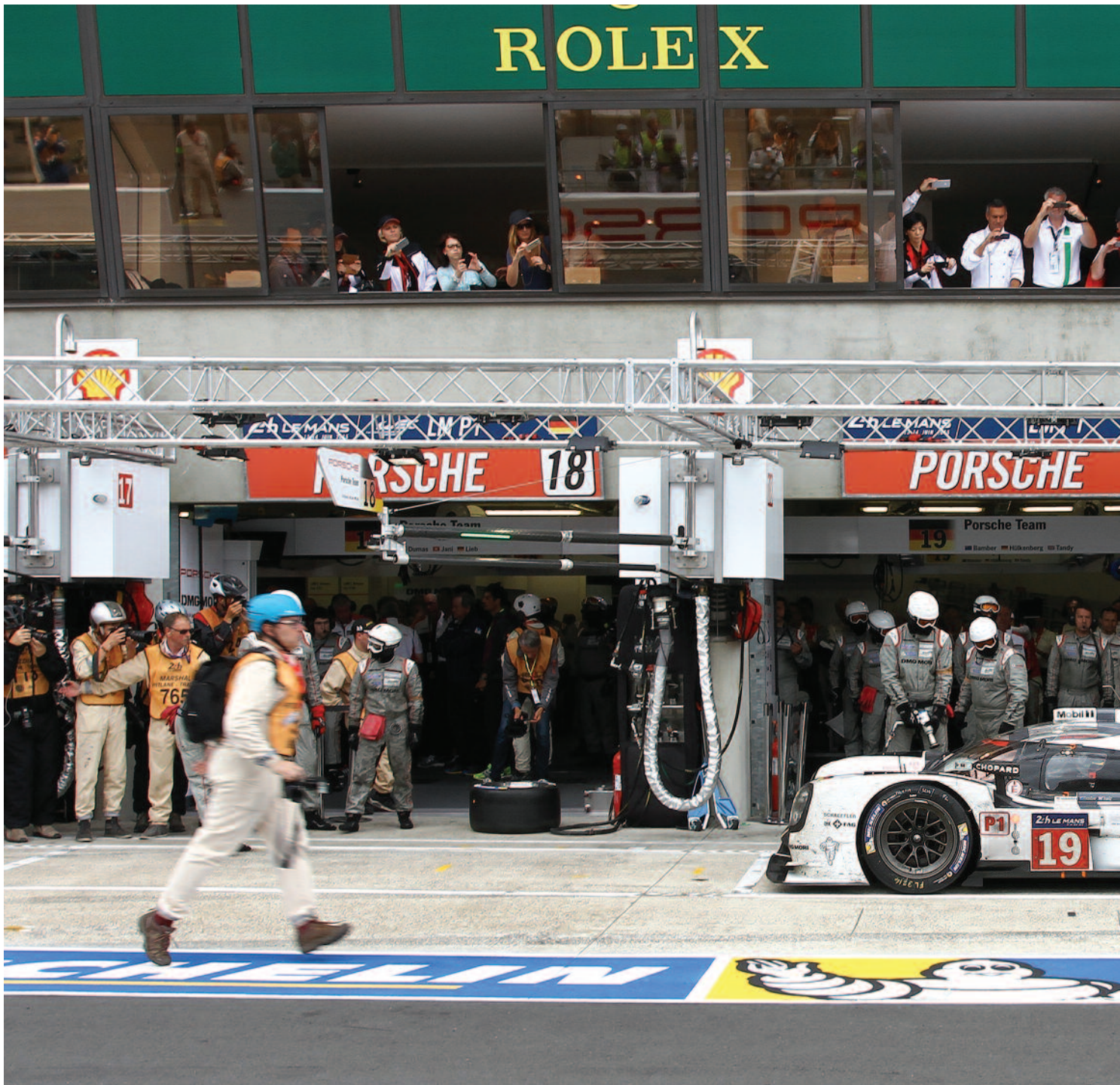
two Aston Martins, who led more than half the race. Next year, Ford will enter with a Works team. If Stuttgart wants to thrive in the GT Pro class, it'll be a hard year ahead. The 911 seems to have lost its hegemony for now.

In the GT Am category, there was success for the team of Patck Dempsey in his fourth attempt. He got the third place with his 911 RSR shared with Marco Seefried and Patrick Long.

In the finish of the race, the grandson of Ferdinand and son of Ferry, Wolfgang Porsche, could barely contain the tears. He visited the La Sarthe circuit for the first time in eight years. This would bring back memories of Porsche's first appearance and first win category (up to 1,100 cc) of a 356 SL coupe.

In 65 years, Le Mans never missed a Porsche at the start of the 24 Hours. Porsche continues to hold the win record and the history continues ...







“All three 919 vehicles finished the entire 24 hours in positions 1-2-5. A success indeed.”



Story and photos by Patrick Rhodes

A Le Mans Honeymoon

Above: Monika and Patrick at the famous Dunlop Bridge.

I was the kid who had pictures of race cars on the bedroom walls. Le Mans drivers were mythological heroes to me. Never in my wildest dreams did I think that I would get to witness it in person, or that my wife Monika's drive and interest would get us there. She picked our wedding date specifically intending to honeymoon at Le Mans and root for Porsche. Needless to say, she is pretty fantastic and I love her a bit more because of it.

Our first of many incredible experiences on this trip happened in La Chartre about 30 miles outside of Le Mans. At the iconic Hotel De France we attended Derek Bell's reunion with his Gulf sponsored, Le Mans winning cars. We met him, got his signature and some pictures. Admittedly I was a bit star struck but he was very friendly and regaled me with a couple of his stories about the 1970 Glen 6 Hour race. We could have gone home after this and it would have been an amazing trip. But there were more incredible experiences ahead of us.

Upon arrival at Circuit de la Sarthe we drove a portion of the Bugatti Circuit to get to our parking. It took much restraint not to put the gas down and hit my marks on the way. Once track-side for final qualifying we took advantage of

being there early. This was good because it took us a day to figure out how everything worked and what we did not have access to. Our initial trip through The Village included a chance meeting with Justin Bell which yielded a chat and some photos.

As expected it is a very international community with the French dominating the 250,000 in attendance. Everything at the track is written in French. We didn't meet many Americans and most don't speak English or care to. We survived on our own intuition. Fortunately we knew the international signs for toilet and beer. All would be okay.

I have seen the Indy 500, the USGP and countless sportscar races. Nothing can prepare you for the size of this event. Despite all of the facility updates, addition of manufacturer experience centers and the huge village, the aura of history and heritage strongly remains. The closest thing I can relate it to is The Glen. Le Mans is so big that this feeling is in the outlying towns and neighborhoods as well. You go to get a beer in the town of Arnage and wonder what drivers sat there and did the same thing. Autographed pictures of drivers, teams and cars are in every restaurant, hotel and bar. It runs deep here.



The people watching is a fun spectacle. Le Mans fans are particular about their favorite teams but like everywhere else it's the love of race cars that bond this diverse crowd. The fans that are camping are probably having more fun than us and are definitely better informed about the race. They are better fed and 100% more drunk than us too. The coin flip is the crowd that are taking advantage of the sponsorship or team hospitality. They look like they are having more fun than us and seem like they should be better informed about the race. It takes getting kicked out or denied entrance to a few of these swank, temporary spaces to realize that they don't have AC and are using the same toilets as everyone else. They're just better dressed.

Saturday at 3pm we watched the race start from the ACO facility at Tertre Rouge. Then we walked between The Dunlop Bridge and White House for the remainder of the race, soaking in the staggering speed of the cars at these facilities. The P1 Audis and Porsches are insanely fast and carry so much speed through White House! The best €10 we spent was on a radio headset which kept us updated with the ongoing race. We toured the paddock alley where we were mixed up with the crews and engineers as they spilled out the back of their pits. No common language

is needed to recognize their stress. The teams are in groups that look creative, excited and guarded or, like they just got sent to their room for time-out by Mom, and guarded.

Around 1AM we went to Mulsane Corner and observed the race for about 3 hours in the dark. We watched dawn break overlooking the grid and with the Porsches back on the attack it was time to retire to our rented Renault estate for a nap. We awoke to find that the Porsches were leading. Learning this was the equivalent of an Espresso shot. At 23 hours we positioned ourselves grid side at the start/finish to ensure being able to view the Porsche victory. Then immediately be at the front of the line to jump onto the grid. We did this with great success and were in the middle of the Porsche factory team as they hugged and congratulated each other. During the podium celebration we were about ten rows back from the front and the jubilation of the team was infectious. Monika and I kept looking at each other with astonishment that we were in the middle of this. But we belonged there as we made it through the 24 rooting for them the entire way. To be Porsche fans and witness their win was a once in a lifetime experience. It was amazing and we were so fortunate to share it with each other.

Above Left: Patrick Rhodes pre-race, grid side.

Above: Monika and Patrick, post victory celebrating in front of the Porsche P1 garages.

A Perspective on Le Mans

Story and photos by Kevin Sims



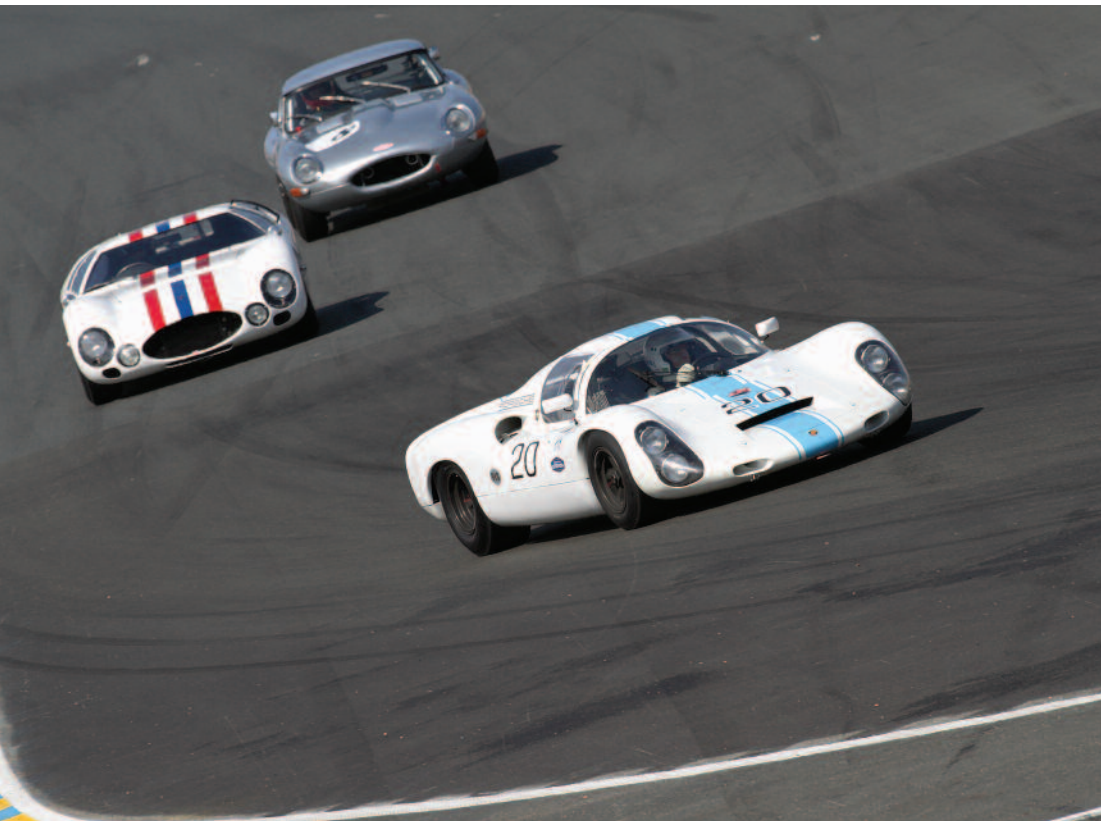
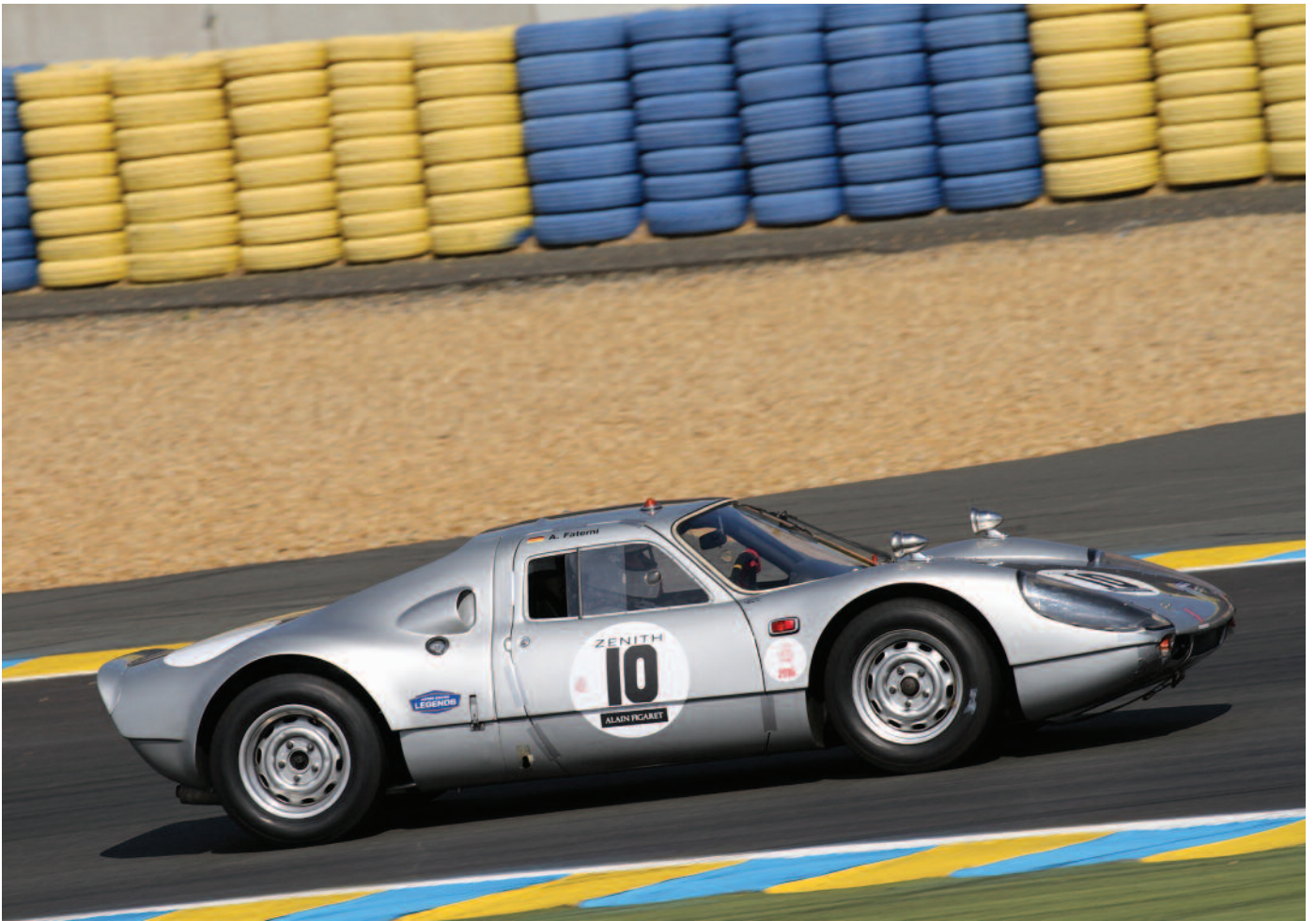
Above: The black Porsche No. 18 919 hybrid would finish the 24 hours in 5th place. Its two bretheren would finish 1st and 2nd.

My press credentials have given me the privilege to cover some of the greatest sports car races in America-24 Hours of Daytona, 12 Hours of Sebring, 6 Hours of the Glenn, and the list goes on. While walking the 8.6 miles of the Circuit de la Sarthe, I realized it was like no other race course I have ever seen. As fantastical as I had imagined LeMans to be, it exceeded my expectations.

The public road sections of the track are just as advertised. The French Police blocked off the road to traffic just moments before a practice, qualification, or race session, at which point the race cars are launched. There was no cleaning or preparing of the roads for racing - NONE. They race on "AS IS" conditions and moments after commuter cars were driving on the roads. If a public vehicle previously leaked oil, or other un-savories, on the roads, then they become a race obstacle. This includes the Mulsanne Straight, although there are two chicanes that are off the directed public roads and a traffic circle is avoided.

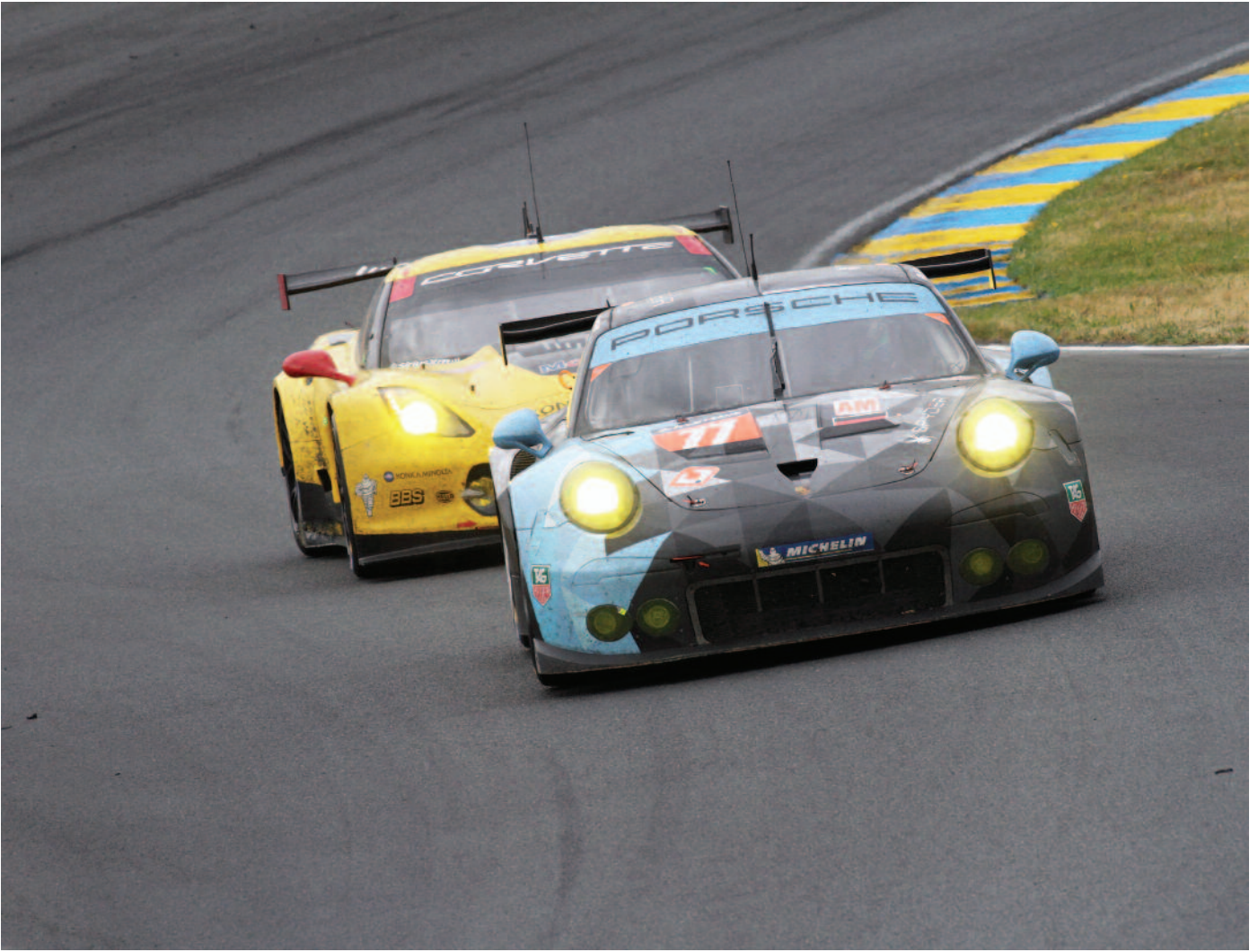
I drove these roads prior to sessions and was amazed by their condition. I witnessed first-hand unsmooth, undulations that the drivers would have to face. The experience gave me an understanding of race team's heightened respect for the LeMans circuit. It is as close to real "street" racing as there is in the world. The track really does present an additional mix of real world variables that no other curcuit could, not even the Monaco GP - as the street surface is thoroughly race prepared prior to seeing any action.

After covering other endurance races, I was surprised to see the emotions on team members faces prior to the race. It's typical to see serious, stern facial expression prior to race start, but at LeMans one could see a touch of fear. Drivers seemed more focused as if finding the "zone." Preying or mediation was more prevalent. I actually observed pacing by team managers. The atmosphere was of tension and concern. The 24 Hour French classic truly does pose additional risks as compared to other races on the calendar. One could feel it



Above and Left: A collection of historic cars ran the course before the 24 hour race kicked off. It was a great chance to see the history of Le Mans racers.





Above: The GT classes were fought hard by Porsche but the factory team wouldn't place well this time. Patrick Demsey's team did reach the podium in their GT Am class 911 RSR.

Left: The sign for the Mulsanne straight.

Opposite Left page: The No. 91 911 RSR factory car.

Red, White, And Blue Rally

Story by Linda Davidson, photos by Iris Rodriguez

Saturday June 13 brought out 20 teams of drivers/navigators to try their luck in the second rally of the year. About half were regular ralliers, and the other half rookies who had never run a rally before. Gary and Cheryl Brindle constructed a gimmick rally in honor of Flag Day, where teams had to count all the permanently grounded flagpoles along a 69 mile route. Sounds simple, but there are a lot more of these than you might think. In fact there were 56 along this route! Temporary flags on houses, cars, mailboxes etc. didn't count. Even though Gary and Cheryl ran the route 4 times prior to rally day, they came up with 4 different answers as some people did/didn't hoist their flags on that particular day. Teams were given credit for a "perfect" score if they came in with 54-58 spotted flags.

Teams were also given a list of Virginia wineries and teams had to note the FIRST sign they saw for one of these wineries and place it in the proper location along the route directions. Credit was given for correct placement, and deducted for incorrect placement of any winery. Not every one on the list was used.

Once all the teams had checked in to the Aspen Dale Winery in Delaplane, VA a wine tasting was held in the Manor House while others picnicked on the lawn.

Below: Cars lined up in front of a beautiful vineyard landscape.

The winners were : Art and Carrol Orton 3rd place; Steve Leonard and Mike Morrow 2nd place; and the winners were Rob Mariani and Meghan Snide. Rob and Meghan have been doing PCA rallies for years, and this was their first victory! Congratulations to all!





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Potomac Club Race 2015

PCA Potomac's 24th annual club race will be held September 25-27, 2015 at Summit Point Motorsports Park in Summit Point, WV. Our event is the longest continually running race in PCA. Racers from around the country will compete on the 2.0 mile Summit Point main circuit. We anticipate that as many as 125 drivers may compete, many of them from Potomac Region. Last year saw many of our local favorites win their class trophy.

New this year is the inclusion of the 944 Cup National Championships to the event. The 944 Cup Series was run at Summit Point in its inaugural race many years ago and we are proud that we are hosting this year's championship at our race.

As in previous years, we will have two event dinners. The worker meal on Friday will again be provided by Euro Pros and the Awards Dinner on Saturday will be our usual excellent BBQ from Dixie Bones Catering. Happy hour on both evenings will be provided by Intersport.

Our sponsors really do make this event possible. Please patronize these businesses and tell them thanks when you see them at our events. This year we are grateful to: Intersport Performance, Euro Pros, Porsche of Tyson's Corner, Porsche of Silver Spring, Turbo Performance Center, Auto Systems Group, Hunt Country Homes, Allstate Insurance-Scott Bresnahan, Foundry Wealth Advisors, Bob Woodman Tires, Fitzwater and Dean P.L.C., and Detail Xpress.



Ken Hills Photography



Mike Kelley Photography

As usual, we need volunteers to work the event. We will need Timing, Tech, Grid and Corner Workers in order to staff all of our areas. It's a great way to see the action up close and personal. Mia Walsh is the Club Race volunteer coordinator (secretary@pcapotomac.org).

For general Club Race information contact Fred Pfeiffer at clubrace@pcapotomac.org.

September 25



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Potomac Region Picnic



The Potomac Region picnic will be held at Fort Hunt Park. Located on the lovely George Washington Parkway about six miles south of Old Town Alexandria near Mount Vernon, Fort Hunt was originally part of George Washington's Mount Vernon estate.

The menu will feature grilled artisanal Bratwurst sausage, burgers, sides and desserts. Local micro-brewed beer, wine, and sodas will also be available.

Besides the fantastic food, participants may park their car in the “wash and shine” car show in the private parking lot.

The picnic will be held on Sunday, September 20, 2015 from 11 a.m. to 5 p.m. At 10:00 a.m., there will be an open board meeting at the picnic pavilion — so arrive early if you'd like to participate. Located at the Fort Hunt Park, Picnic Area B, there will be Porsche-only parking and a covered shelter. Payments may be made through MotorsportReg at <http://www.motorsportreg.com/>. Adults are \$18 and kids under 12 are \$5. Registration is required by September 15. The event coordinator is Mike Budinski and you may contact him at 202-596-0437 if you have any questions.

September 20

Gathering of the Faithful

On Saturday, September 5th we will again be holding our traditional “Gathering of the Faithful” show at the VW Headquarters building. Cars can start registering at 9:00 and we will wrap things up no later than 2:00. Last year finding 2200 Ferdinand Porsche Drive was a little challenging for some, but in the end about 50 Porsches found the VW Group's Headquarters. The format for the show will be the same as prior years, no judging, lots of door prizes and plenty of “car talk”.



September 5

In addition, since we will not have restaurants close by, arrangements are being made with VW to use their beautiful facilities for serving coffee/donuts in the morning and food will be available at noon as well. The address is: VW Hqtrs, 2200 Ferdinand Porsche Drive, Herndon, Va 20171, which is just off Sun Rise Valley Parkway then onto Woodland Point Ave straight ahead to Ferdinand Porsche Drive. Just look for our signs at the corner of Sun Rise Valley Parkway and Woodland Point Ave. If you have questions call Ron Davis (703) 409-0513.

June 2015 new Potomac members

New members

Nathan Ackerman - 1989 911 Carrera Targa - from Washington
 Steve Baker - 2009 Cayman - from Leesburg
 Amy Blades - 1974 914 1.8 - from Pensacola, FL - Transfer from Pacific Northwest
 Hunt Chapman - 1983 911 SC - from Arlington
 Paul Chen - 2011 911 Carrera 4S Targa - from Broadlands
 Charles Clark - 2008 911 Carrera 4S - from Herndon
 Nils Cousin - 2009 911 Carrera S Cabriolet - from Washington
 Allen Dobson - 2012 911 Carrera S Cabriolet - from Vienna
 Rich Driscoll - 2011 911 Carrera 4S - from Chantilly
 Bryan Epps - 2008 Boxster S - from Washington
 Peter Espino - 1985 911 Carrera - from Monrovia
 Norman Frisbie - 2015 911 Carrera - from Mclean
 Pradeep Gidwani - 2003 Boxster - from

Manassas
 Mark Heller - 2013 Boxster S - from Bethesda
 Nate Herring - 2012 911 Turbo - from Bristow
 Alex Iszard - 2015 Macan S - from Bethesda
 Alberto Jimenez - 2001 911 Carrera Cabriolet - from Barcelona, Spain - Transfer from Metro NY
 Anthony LaCivita - 2013 Boxster - from Ashburn - Transfer from First Settlers
 David MacDonald - 2011 911 Carrera S - from Round Hill
 Anthony Maher - 1994 968 - from Springfield
 George Marountas - 2013 911 Carrera - from Ashburn
 Michael Marshall - 2004 911 Turbo - from Annandale
 Mark McCullough - 1993 968 - from Stafford
 Brendan McHugh - 1984 911 Carrera - from Frederick - Transfer from Chesapeake
 Joseph Murphy - 2004 911 Carrera 4S - from Arlington - Transfer from Metro NY

Kent Nakamura - 1997 911 Carrera - from Bethesda
 Daniel Pijuan - 1999 911 Carrera - from New Rochelle, NY - Transfer from Metro NY
 Darren Pralle - 1996 911 Carrera - from Derwood
 Richard Reed - 2000 Boxster - from Manassas
 David Shofstall - 2006 Cayenne - from Gaithersburg
 Ali Soulati - 1985 911 Carrera - from Oxford - Transfer from Chesapeake
 Dan Ward - 2011 911 Carrera S - from Ijamsville
 Christopher Whalen - 2013 911 Carrera 4S - from Riva
 Rodney Yates - 2014 911-50 - from Davidsonville - Transfer from Chesapeake

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June 2015 Potomac anniversaries

Anniversaries

25 Years

Robert Douglas & Henry Howard
Ronald & Melanie Wells

20 Years

Richard Carter
Dave & Julia McMahon

15 Years

Christian Apostolou
Fadi Ashy
James & Kara Atkinson
Stephen & Judith Berman
Tom & Karen Decker
Marc & Angela English
Lane Martin
Wayne & Phyllis Watkins

10 Years

Daniel & Monica Curry
Doug & Holly Falk
Daniel Jones & Audrey Tomason
Terrence Judge & Julie Boyer
Harry & Jean Monahan
Kiyoshi Nakasaka
William & Elizabeth Reilly
Alan Schiavelli
EA & Gina Wills

5 Years

Rebecca Ahne & Robert Smith
Brook Barbour
John & Ann Bradley
Alan Dechter
James Derry
Theodore & Allie Giovanis
John & Carolyn Hotz
Toshio & Chie Nakano
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Membership entitles you to receive *der Vorgänger* but also 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 Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

To join the PCA, visit <https://www.pca.org/user/join/membership>.

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 stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- 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 interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche tractor.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.

- 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.

Write your stories, snap your photos, and send them to dveditor@pcapotomac.org. **All photos must be originals digital files; please do not resize or crop them before submission.**

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Ave, Frederick, MD 21701.

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Readers and Their Cars

Right: Pat Kaunitz and John Vrankovich at Watkins Glen. Photo by Michael Kaunitz.

Below: Steve Leonard and Mike Morrow took 2nd place at the Red, White, and Blue Rally. Photo by Iris Rodriguez.





Above: The crowd at Watkins Glen. Photo by Detric Baker (CarCzars@yahoo.com).



Left: Patrick Rhodes outside of the Porsche bay at Le Mans.



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