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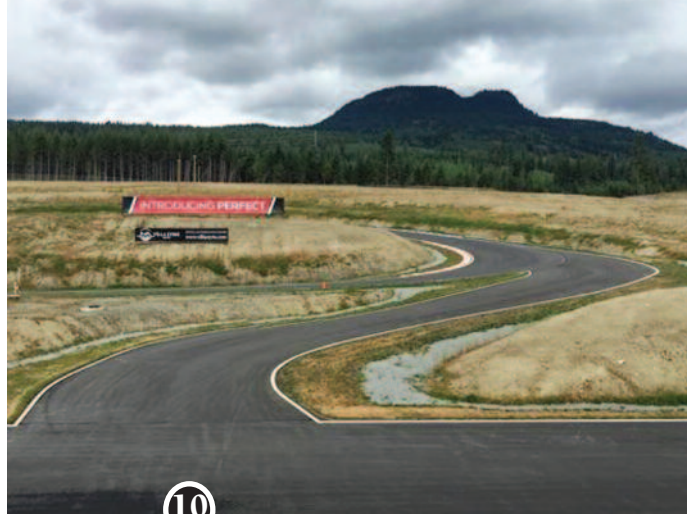
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Cover photo: A GT3 rear wing casts an excellent shadow at the last DE of the season. Photo by Mia Walsh.



## der Vorgänger

The monthly magazine  
of the Founders' Region, Potomac,  
Porsche Club of America.

December 2016  
Volume 62, No. 11

**der Vorgänger** is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. Contributions for **der Vorgänger** should be sent to the editor by the 7th of month preceding the month of publication, preferably via e-mail to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). Please send digital images in their original sizes.

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**der Vorgänger** (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 6726 Lucy Lane, McLean, VA 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for **der Vorgänger** subscription). Application to Mail at Periodicals Postage Prices is Pending at McLean VA and additional mailing offices. POSTMASTER: Send address changes to **der Vorgänger**, 6726 Lucy Lane, McLean, VA 22101. Statements appearing in **der Vorgänger** are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

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# Distracted

Scene One: An Aardvark VX crossover at dusk on a suburban street. The rear facing, safety seat buckled and helmeted child in the rear is watching a truck hauling a 30 foot boat approaching in the left lane. The car's driver is on the phone.

Scene Two: The driver allows the Aardvark to drift to the left (lane discipline being a foreign concept) and is about to be hit by the approaching truck. The child is laughing despite wearing a helmet in a car.

Scene Three: Just prior to collision, the Aardvark's safety systems detect the approaching truck and bring the vehicle back into its lane. The driver looking relieved, instead of stupid, thanks his foresight in having purchased a vehicle that assumes his incompetence.

What are we to make of this glut of automobile advertising that presumes irresponsible driving and essentially enables driver inattention? There must be some kind of line between advances in technology and an acceptable decline in situational awareness brought on by drivers simply not paying attention? Seat belt use warnings, tire pressure monitoring systems, automatic transmissions, cruise control, power steering ... these technologies and myriad others made driving both



Glenn Cowan



Michael Sherman

more pleasurable and safer. None of them excused not paying attention to driving the car.

Recent advertising for this latest automotive revolution (devolution?) gives permission to distracted driving and essentially assures the inattentive that these nascent and rudimentary autonomous systems will protect them from themselves. One day maybe – but not yet.

Hopefully, Porsche will never market its vehicles to inattentive drivers. Porsches are designed, engineered and built to engage the driver. Much of the panache of our cars comes from their history in motor sports and the concomitant driver engagement this requires. I hope Porsche marketing managers continue to hope that every owner will try Autocross. If we ever see Porsche advertising aimed at drivers asleep at the wheel it is likely the car being sold will be capable of putting them to sleep. One day maybe – but thankfully, not yet.

–Glenn



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**PORSCHE**

# Thank you

Ladies and Gentlemen: It is with the utmost gratitude that I have this opportunity to write my final column. I have come to know so many members over the last decade and have enjoyed each and every friendship I have made with members of this club; I am especially grateful for having the pleasure to serve as your president over the last two years. Fortunately, my presidency has not had the vitriol we have recently seen in connection with the election of our next President of the United States. I would like to thank all especially all of our volunteers and sponsors without whom our club could not exist and flourish as we have done for the last 60 years. PCA has become a passion for me not only while learning to drive on 10 different race tracks up and down the East Coast but also at autocross, club race, concourse, drive and dine, rally, social and tech inspection.



Howard Hill

There are not enough words in the dictionary for me to express how much joy I have gained as a member of PCA Potomac. I will never forget my introduction to PCA. Long-time member Howard Kympton had a PCA license plate on his Denali which I learned was his tow vehicle. At the time he introduced me to PCA, I told Howard about my aversion to joining a club, but since that first introduction to PCA, Howard and his wife, Marianna, have become dear friends. I would feel remiss not to mention the fact Marianna's sister is long-time PCA member Sally Herod, the better half of another long-time member Alan Herod. The list of members with whom I feel especial friendship is too long for me to set forth in this column. I do however want to thank Tuffy von Briesen and Dick Seltzer for getting me involved with exec: first as legal officer; second as Vice President; and third as President.

The only project which I wanted to achieve but still have not yet accomplished is bringing PCA license plates to The Commonwealth of Virginia. Rest assured that I will continue to work on this project until we accomplish the mission. When I first took on this project, we needed only 250 prepaid applications. The requirement now is up to 450 prepaid applications; however, we do have a PCA member who is also a member of the Virginia Legislature. He might be able to assist us in negotiating the process.

My parting words are to thank our executive committee for all of their support over the last two years. Also, I would like to congratulate David Dean as President-elect, Mia Walsh on becoming our next Vice President, Michael Handelman who will continue as our Treasurer and Gary Baker who will join exec as our new Secretary. Last but not least, I would like to thank John Eberhardt for all of his service to the club as our outgoing Past President.

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Photograph by Ken Hills - PCA Potomac Club Race 2015



# Potomac's calendar

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

## December

- 3 Potomac's Open Board Meeting and 2017 Elections, Porsche of Rockville, 10:30am.
- 3 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 10 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, 8am – 10am.
- 10 Potomac's Holiday Party at Clyde's of Chevy Chase, 6pm.
- 17 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.



Bruce Wakefield  
Director



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## 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.

## Cars & Coffee

### Hunt Valley, MD

Saturdays, 8 – 10am, Hunt Valley Towne Centre at Joe's Crab Shack, 118 Shawan Road, Hunt Valley, MD. Many cars of all types.

### Burtonsville, MD

Sundays, 7:30 – 10am, "Church of the Holy Donut," Dunkin' Donuts, Route 29 & 198, Burtonsville, MD.

### Great Falls, VA

Saturdays, 7 – 9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

### Bethesda, MD

Saturdays, 8 – 10am, Corner Bakery Cafe, 10327 Westlake Dr., Bethesda, MD, Westfield Montgomery Shopping Mall.



# Maybe not *Heaven on Earth*, But Still ...

Story by Doug  
Hough &  
Wendy  
Chetney.

A short article in the June issue of *Panorama* described a new track in British Columbia: Vancouver Island Motorsport Circuit (VIMC). As it turned out, we were visiting Vancouver Island this summer, and we had an opportunity to visit the track. It may not be VIR or Watkins Glen, but it sure would be fun if you were living in Western Canada.

The track was built by the GAIN Dealership Group, a consortium of 10 high-end car dealerships in and around Victoria, BC. They wanted a facility where prospective buyers could really test their cars; no one gets a feel for a Porsche or Ferrari by driving it on the street, and the small oval track that they had in Victoria wasn't good enough, either. So, the consortium bought 250 acres of land north of Victoria, and began to design the track themselves. They, somewhat naively, contacted several track design firms for any advice on designing tracks. Only one replied, but a good one at that – Tilke GmbH & Co. Peter Wahl, a principal architect and engineer with the firm, contacted them, visited the track-in-progress, told them to stop work immediately, and offered Tilke's services.

The result was a 2.3 km (1.4 mile) track with 5 different configurations. The full track has 19 turns (just 2 more than VIR, which almost has almost two more miles of pavement!!), and 270 feet of elevation change.

It has an electronic flagging system, with the entire track monitored centrally by camera. There are plans to extend the track to 5 km (3.1 miles), which should make it more like the tracks that we all are used to.

In addition to the track, they have a paved area for skid pad, but nothing dedicated (like at Summit Point). Individual instruction is available, there are four lifts for working on cars, and mechanics will be on site for events. They are building a garage for 500 cars, and an off-road course.

VIMC has lots of off-track services, including upscale dining and catering, conference facilities, and a helicopter pad ("With Vancouver just a 20-minute flight by helicopter, a day trip to the track has never been so easy," says the brochure).

At this point, you must be wondering about the price. A 25-year membership is \$48,000 Cdn (about \$37,000 US) and an annual membership fee of \$4,800 Cdn (about \$3,700 US). There are only 499 memberships. For your membership you get 20 days on track per month (not per year, as at VIR), as well as access to the off-track services.

Is it worth it, you wonder? First, Vancouver Island is gorgeous, and the track setting is beautiful. Second, the set-up looks second to none. Fine, you say, but



what about the track? We got to drive parade laps, and found it to be a potentially fun track (especially if you own a Cayman like we do, or a momentum car). The straightaways are really short, so GT3s and GT4s may be frustrated and dismiss VIMC as a glorified go-cart track. (However, remember that they are extending the track to 3.1 miles. In addition, Barry Kennard, our host at the track, recently told us that “Very experienced drivers are reporting fast times and novices are improving nicely.”) It looks like a highly technical track, which would take quite some time to learn; and

as the legendary Miriam Schottland used to say, “Speed on the straight is the car, speed in the turns is the driver.”

For us, it would be one more reason to move to British Columbia for retirement. And, fortunately, Wendy is a Canadian citizen.

# I am Woman, Hear (my Motor) Roar

Introduction and interviews  
by Leah Price

When you think of PCA Potomac track events, you probably don't imagine that there is a large presence of women participating as drivers. Well, you're right – its mostly men. But for those of us ladies who do track our cars, it is an absolute blast and we hope more women come and join us.

I interviewed seven women drivers who participate in DE events with the PCA Potomac region. Their reasons for getting into the sport range from one woman's last ditch effort to save

her marriage, to another who had been running her Ducati in motorcycle track days when she decided she wanted to try the HPDC in her 911. I found that many of these women, like me, have had to persevere over all kinds of challenges, including car problems, child-care demands while on track, and the high cost of maintaining a track car and participating in events.

One thing is clear – we're all hooked!

## Mia Walsh

2009 Cayman S (GTB1 race car)

### What sparked your interest in DE?

I had been an off-road driver since my early 20's and participated in off-road driving schools and events over the years. My husband attended a Friday at the Track at Summit Point with some of his customers and thought I would enjoy it. Several months later, I did my first HPDC (High Performance Driving Clinic) with Potomac and fell in love!

### What was the moment that you realized how "hooked" you really were?

I was hooked in the afternoon track session at my 1st HPDC. Dirk Dekker was my instructor and I remember him yelling, "Brake Brake Brake Brake Brake!!!!" with his Scottish accent. I never had any issues with the accelerator. I laughed the whole afternoon and couldn't wait to do it again. As it was the fall HPDC

and the October DE was sold out, I had seven long months to wait. For Christmas, my husband bought me a several day package at the Porsche Sport Driving School in Alabama, which I did that following February. I was ready to go in April for the first DE of the season.

### What kinds of hurdles have you had to overcome to get to your level/advancement?

I never really had any hurdles to overcome, just time, patience, money and years on the track learning from instructors and fellow drivers.

This summer, I had my first serious "off" when my tire blew going up the esses at VIR at a very swift pace. I had just run my personal best lap there (2:07) but didn't heat my tires up properly. I heard the pop, lost control of the steering and spun three times on the outside of the track. Fortunately, I missed hitting the tire wall, but it definitely messed with my head. I knew I had to get "back on the horse" as they say. I had another set of wheels in the trailer and after a quick change, went back out, albeit a little more cautiously. I knew I had the PCA Zone 2 Club Race just a few weeks later at VIR and needed to get the mental fear cleared out of my head.

### What's the most satisfying part of participating in DE (or racing)?

For me, the most satisfying part of being at the track is the comradery with the fellow drivers and racers. DE's and PCA Club Racing are two very different experiences, but the common



denominator is the people in the paddock and the stories we share after each day the track goes cold.

***Which cars have you driven on track and which is your favorite?***

As an instructor, I have the ability to drive my students' cars if they permit me to and if I feel that it would be beneficial to the student to do so. I've driven 911s, 944s, GT3s, Boxsters, Caymans and many others; with manual shifting, PDKs and automatics. The feel of a Porsche can not be compared to any other marque. Each one is exciting to drive on the track and it takes just a few turns to get the feel of the car and its performance and handling capabilities.

My favorite car to drive is my own track car, though, a 2009 Cayman S modified to GTB1 racing. I know the car inside and out and can fully push it to the limit I am comfortable with driving. Its limits are much higher than mine!

***Do you work on your car?***

I help bleed the brakes and change the brake pads and every so often, I change tires by myself. I stop by the mechanic when my car is there to look underneath when we are making changes to the setup and to chat about what needs to be done. Other than that, I am fortunate to have paid track support during races (and sometimes during DE's) and have a husband who does double duty when we both have cars at the track.

***What do you think we all could do to get more women participating in DE?***

When a women tells me that she loves to drive and would be interested in trying out a track event, I take every possible step to get her signed up at a HPDC or an autocross event. If a woman is in the lower run groups at the track, I usually try to chat with her at the end of the day to see how it went and to offer support or advice. I also enjoy instructing women very much – they are great listeners! There are only a handful of us at the track, so it is important to look out for each other.

**Marianne Merritt**

2008 Cayman S

***What sparked your interest in DE?***

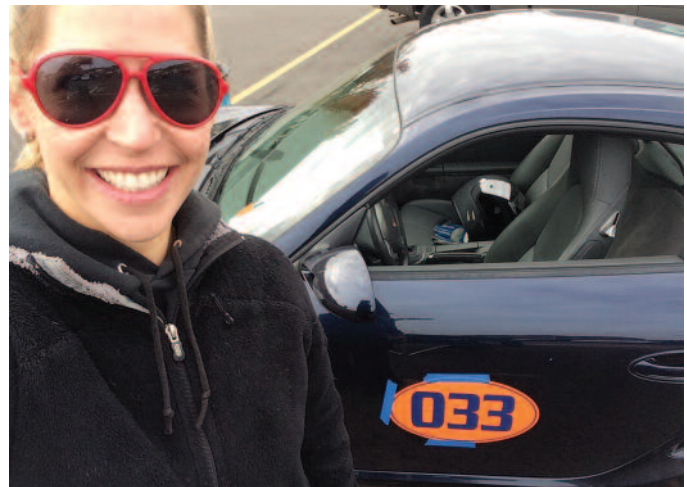
I always liked driving fast. At a young age, I'm not sure exactly when, I told my Dad I wanted to be a race car driver. At that point, neither of us knew that actually driving on a track without being a professional was an option. When my Dad learned from a friend that they had "track days", he immediately called me up and told me to sign up. My first event was a month after I bought my car.

***What was the moment that you realized how "hooked" you really were?***

I'm not sure. It might have been the minute I got to the track and saw all the other awesome cars there. It might have been when I first got buckled in and entered the track. I remember telling my instructor that I felt excited/nervous. The moment I most vividly remember knowing how much I loved track driving was the very first time I drove on Watkins Glen, right out of the blend line and up the esses, my stomach flipped and I said something along the lines of "this is the most \_\_\_\_\_ fun I've ever had." That's probably when I really knew it.

***What kinds of hurdles have you had to overcome to get to your level/advancement?***

My second event I was paired with an instructor that made some sexist comments and wasn't really engaged in helping me to become a more aggressive/better driver. I had to set aside that experience and get back into another event shortly after. I've not really had many other challenges. Sometimes I have mental struggles where I'm not sure enough of my skills or knowledge level and it shows in my driving. I'd like to be more consistently confident.



***What's the most satisfying part of participating in DE (or racing)?***

Meeting people, seeing new places, riding in cars, coming away from the weekend feeling super Zen. Maybe the MOST satisfying is my growing confidence both in my car and in my driving, and seeing how that translates to the rest of my life.

***Which cars have you driven on track and which is your favorite?***

In addition to my car I've driven a Cayman R (with slicks) and a 2016 Cayman S with PDK. My favorite was the R...both because of the car setup, suspension and alignment, as well as the slicks. I found myself feeling much more confident with tires that were really sticking to the track.

***Do you work on your car?***

I love to work on my car. I mostly do small things, change



brake pads, tires, brake lines, brake fluid, oil changes. I don't currently live in a place with a garage, so this could prove to be a challenge in the coming year. Because I sit at a desk all day during the week, working on a car is a nice change of pace.

***What do you think we all could do to get more women participating in DE?***

I'm not sure what to do about getting more women into DE. I've heard that some women are hesitant to do it because they don't want to ruin their boyfriend/husband's cars - so encouraging all car types might help. I'd say we need to encourage more women to buy Porsche's for themselves. It might be nice to do mixers outside of DE events to talk it up. The women I've met in DE are some of the nicest, most welcoming women I've ever known. There is a sense of camaraderie unlike other places amongst the females. It isn't competitive or undercutting. We should let other women know we're out here and they should join us...maybe tee shirts(!). Offer single-day events to women that are a steep discount (with no men on the track) for Green and Blue students.

**Tina Mossi**

2002 Boxster S (aka "the Blechster")

***What sparked your interest in DE?***

My husband Martin is smart and sneaky. After he was promoted to the Blue run group (and he knew I would be able to drive the car in Green), he gently suggested that the High Performance Driving Clinic would be an excellent way to learn skills to be more safe in the car. I drove in that event in my BMW, and enjoyed getting to know the people, but was far from interested in doing more DE events. Martin continued to promote the "safety" aspect of the program and coaxed me into my first DE, and as I did more events and learned more skills and got faster and more comfortable in the car, I found that I was having a lot of fun at DE and was making some great friends.

***What was the moment that you realized how "hooked" you really were?***

Well, I never thought I would get promoted to Blue...so that might be the moment I realized I was hooked.

***What kinds of hurdles have you had to overcome to get to your level/advancement?***

We have had many challenges with our car, and

that can be very frustrating - when you go out on the track and the car doesn't behave the way it should, it is hard to feel confident.

***What's the most satisfying part of participating in DE (or racing)?***

The people are great, and it's an activity where I can disconnect from everything else. When I realized I was really learning, I



started to gain more confidence.

**Which cars have you driven on track and which is your favorite?**

I've driven several Boxsters and my BMW, and I do like the Boxster.

**Do you work on your car?**

No.

**What do you think we all could do to get more women participating in DE?**

Promote the safety aspect of high performance driving. By doing track events, you really learn situational awareness, and train yourself to listen to the car and pay attention to your surroundings and make very quick decisions.

## Lara Peirce

2009 Cayman S

**What sparked your interest in DE?**

For my husband Jim's birthday in May 2014, I got him some track time with Extreme Experience. I paid a ridiculous amount of money (not knowing what I know now) for him to drive 6 laps on the Jefferson Circuit at Summit Point. I paid for a ride in the pace car with an instructor and could not believe the adrenaline rush. That day, someone told us about a less expensive way to drive a car fast – autocross. We bought our first Porsche about two months later, joined the Potomac PCA, and started autocrossing. I loved the adrenaline rush of driving as fast as possible on an autocross course. Several club members told me that DE would give me more seat time, improving my autocrossing. Once Jim was promoted to the Blue DE run group, I gave DE a try and was hooked.

**What was the moment that you realized how "hooked" you really were?**

Although I attended Potomac's High Performance Driving Clinic, I was not hooked until my first DE at Summit Point Main. I knew the learning curve would be high; so before my first event, I learned the track, the flags, where the corner stations were located, and the passing protocol, reducing the sensory overload of my first track event. I had so much fun threshold braking at the end of the front straight and zigzagging through the carousel. I realized that I was more hooked than I knew when our car broke down this year at Virginia International Raceway, and I only got to drive one day of the three day event. My profound disappointment surprised me. I keep coming back because I like the challenge of improving my driving every time I drive on the track, and I love the people and camaraderie. DEs improved my autocrossing, too!

**What kinds of hurdles have you had to overcome to get to your level/advancement?**

Initially, I struggled with dividing my attention between driving and listening to my instructor. I was focusing too much on what my instructor was saying at the expense of focusing on driving well. A wise friend of mine, Mike Kuehn (yellow GT4), told me



that my first priority had to be driving the car. Once I took his advice to heart and focused first on driving, my driving improved immensely.

Also, when I took the High Performance Driving Clinic on the Jefferson Circuit, I was very uncomfortable with the other cars being so close to mine – I was afraid they were going to run right into me. I was immediately more comfortable on the Main track at Summit Point because it is longer, permitting the run group to spread out more. Now the cars in my rearview mirror do not bother me. Finally, I had one weekend with an instructor whose approach made me drive poorly and zapped my enjoyment and confidence. This experience taught me that it is more important to raise such an issue with the chief instructors than to "get along" and sacrifice my weekend and my confidence.

**What's the most satisfying part of participating in DE (or racing)?**

I like taking on new challenges and learning new skills. As I am still fairly new to DE, I learn something about car control every time I go to an event. For instance, at one track event this year at Pitt Race, my instructor suggested that I brake slightly before a certain low-speed turn to settle the car. It seemed unnecessary, but I did it. Later in the day, I tried the turn without braking, and indeed, the car did not glide through the corner as well. The next day, I had another instructor who suggested that I try lifting from the throttle slightly in that same corner instead, which felt much better to me. But perhaps the most satisfying part of participating in DEs is sharing your experiences with other

DE drivers at happy hour and/or dinner afterward. The most seasoned drivers in our club delight in your discovery of even rudimentary concepts and love to share their experiences and knowledge. My friends Michael Kaunitz and John Vrankovich (both in the Red run group) are perfect examples. I can ask them the silliest questions, and they are always encouraging and kind.

***Which cars have you driven on track and which is your favorite?***

My 2009 Cayman S with PDK.

***Do you work on your car?***

My husband Jim does most (all?) of the work on the car, but I do go to the tech sessions and am trying to learn about the car. I ask a lot of questions and rely heavily on the expertise of our amazing club members.

## **Carol DeZwarte**

996 4S

***What sparked your interest in DE?***

When my husband and I bought our 911, one of the rules we created for ourselves was to learn how to drive it the way it was intended to be driven.

***What was the moment that you realized how "hooked" you really were?***

First session, I topped out at 90 MPH. My instructor gently asked me in the paddock afterwards how fast I go on the beltway, which is far less safe. I paused and said, "I take your point." And that first event, he gave me 2-3 rides in his car. So I got a taste immediately for how much better it could be than my own performance. What keeps me coming back is my personal drive to always learn and get better at anything I do

***What kinds of hurdles have you had to overcome to get to your level/advancement?***

Car challenges and budget challenges. The car purchase was an impulse, and it wasn't a track car. So we've had to slowly make track-related modifications. We spent most of the last 2 years out



***What do you think we all could do to get more women participating in DE?***

Encourage women to participate in autocross because it provides a low cost and relatively low risk opportunity to discover whether or not they enjoy performance driving. Through our autocross program, women will meet many people who participate in DE and can ask questions and learn more about what is involved in DE.

Another idea would be to have a women-only track day with the sole purpose of encouraging more participation by women. Or how about mentors? We could assign experienced female drivers to newer women.

with various engine challenges. And we also bought a new house last year. It's a balancing act; the new house was extremely important to us, and so is tracking. But perfect houses don't come along as often as another track event, you know?



***What's the most satisfying part of participating in DE (or racing)?***

Nailing a corner. Knowing you can take it faster and still safely than you thought before.

***Which cars have you driven on track and which is your favorite?***

Just ours, 996 4S.

***Do you work on your car?***

Yes, we do as much as we can but we don't have a lift, so we're pretty limited.

***What do you think we all could do to get more women participating in DE?***

Women need to see and hear that other women are at the track, and know that they will be welcomed.



## **Diane Sullenberger**

2006 997 C2S

### ***What sparked your interest in DE?***

I got fed up with driving my Honda S2000 in bumper-to-bumper rush hour traffic in DC back in 2000 and decided to try a Friday at the Track (FATT) at Summit Main. Even though I didn't know anything about driving on track, I found it ridiculously fun and wanted to learn more, but only managed two more track days before I found myself promising GEICO I would never do it again. So, I started doing motorcycle track days on my Ducati. Then, when I traded my first 911 for the S version in 2013, I decided to try the HPDC to see what a Porsche could do. And, wow!

### ***What was the moment that you realized how "hooked" you really were?***

My first DE with PCA left me so excited, I couldn't wait for the next one. I learned to sign up for as many events as possible the minute the annual schedule is posted. And I buy track insurance for every event, which gives me considerable peace of mind. Plus, my first run group promotion was thrilling and made me want to work hard to earn the next one, and the next....

### ***What kinds of hurdles have you had to overcome to get to your level/advancement?***

I struggle with confidence. After an agricultural excursion from lifting in Turn 3 of Summit Main with my S2000, and 4 motorcycle crashes (3 of which were at Summit), I know that I have learned enough to drive faster and better than I often allow myself to do. The mental challenge is the hardest for me. Having an instructor yelling "GAS GAS GAS!" "ENOUGH BRAKE!" is helpful, and I try to channel that when I'm driving solo.

### ***What's the most satisfying part of participating in DE (or racing)?***

The best part is putting it all together--the feeling of driving when it flows effortlessly, making and giving passes to my fellow drivers to keep everyone moving, having "a-ha!" moments with instructors, chatting with everyone, including corner workers and grid marshals, about the day over a cold beer... There is something to learn from everyone and endless resources for technical questions or support both on and off track. When my battery

went on the fritz, I borrowed a charger and tools from kind people in the paddock and Tony from Intersport took the time to help me out before his session. When it began pouring during lunch and my windows were down, I rushed back to the car to find that my lovely pit-mates had covered it. People truly look out for each other.

### ***Which cars have you driven on track and which is your favorite?***

I loved my drive-it-like-you-stole-it S2000 but my 2006 997 C2S wins the battle, hands down, especially now that I've gotten race seats, a roll cage, harnesses, and a track-oriented suspension.

### ***Do you work on your car?***

I took a class in motorcycle maintenance and learned how to do basic work on my bike, but still managed to cross-thread the oil drain bolt. I'm fairly limited to changing tires and bleeding the brakes on my car, but that's probably a good thing.



### ***What do you think we all could do to get more women participating in DE?***

There are some women-only motorcycle track days that are quite popular, but I always enjoyed riding with a mixed group. I'd probably say the same for car events, but who knows, a "fem-moto" session could be a blast! I encourage every woman I meet who seems even remotely interested in driving to give a DE a try.



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## Carolyn Hill-Fotouhi

993 (race car)

964 C2 (street and sometime track car)

### *What sparked your interest in DE?*

I joke that I started doing DE events to save my marriage. J My husband was doing events when our son was about four years old. He would encourage Pars and me to “hang out” at the track when he was driving. I’m not much of a cheerleader so if Nader was driving, I wanted to drive, too. However, I found it quite frustrating to keep the kid safe and entertained at the track so I often stayed at home. At home, I’d spend most of the weekend feeding and otherwise entertaining Pars and the five-year old twins who lived next door. By the time Nader got home, I’d be at the end of my rope. When Pars got a little older, I did a few events in Nader’s 1991 944-S2. Nader tried to tell me that “someone” at the track would keep an eye on Pars while I was on track. This “advice” horrified me. I’d done all sorts of research and reference checking to find quality child care for Pars. There was no way I was going to rely on the kindness of strangers to keep an eye on my kid while I drove around in circles. Fortunately, we found other couples who both drove (e.g., Doug and Susan Nickle; Steve and Michaela Shoope) and who had sons about Pars’ age. We could share child care duties with these families until our kids got old enough to somewhat care for themselves.

### *What was the moment that you realized how "hooked" you really were?*

I don’t think I had an “ah-ha I’m hooked” moment. I keep coming back for several reasons. It’s something Nader and I can do together. I enjoy continually trying to improve my driving skills, and they get rusty if I’m not going to the track regularly. I also enjoy being an instructor and passing on what I’ve learned to drivers who are coming up through the run groups.

### *What kinds of hurdles have you had to overcome to get to your level/advancement?*

When I started, my biggest struggle was battling a lack of confidence/trust in myself and my abilities. I still feel that I’m the slowest/worst driver in my run group, but it’s nothing that more DEs can’t cure.

More recent challenges have been car-related. I had a fairly nasty accident at the VIR Labor Day DE in 2013 that resulted in an overnight stay at Danville Memorial Hospital. I really wanted to get back on the track before the season ended, but I wasn’t physically ready. Worse than that, we spent the off-season repairing the car, and unfortunately we weren’t set up for the 2014 DE season. We spent the 2014-2015 off season doing even more extensive work, and Nader blew the engine at the June PCA Zone 1 race at Watkins Glen. We quickly found a used 993 engine, which was a miracle, and Nader did the September Potomac PCA race. We then rebuilt the used engine in the 2015-2016 off season, and her inaugural event was Potomac’s June 2016 DE. We started adjusting the shocks and she was driving like a dream when I did a money shift at the bottom of the esses. The engine didn’t blow, but it was enough that the rest of the season has been lost due to engine work. Fortunately, I’ve done some events as an instructor only, and my students have been kind enough to let me drive their cars.

### *What's the most satisfying part of participating in DE (or racing)?*

- Oh my,
1. Nailing a corner
  2. Nailing consecutive corners
  3. Seeing my students progress whether from session to session, event to event, or run group to run group
  4. Doing something that VERY few women my age do

The comradery of the people is a huge satisfaction factor. I've seen people make Herculean efforts to get a fellow driver/competitor on the track (Chip Taylor, Jim Bynum, Martin [Tina's significant other], Greg Seemann, Intersport Charlie, and maybe others working most of the night to repair Tony Pagonis' transmission so he could compete in a Club race) or home from the track (John Galloway, Dave and Linda Riley helping Reggie Forrester and his 944 home from NJ Motorsports Park after his clutch went). I was incredibly touched by the outpouring of support after my 2013 VIR incident. I was touched by the number of people who helped Nader pack up, sent cards, gift baskets, made phone calls, sent e-mails, etc. Porsche drivers have a reputation for snobbery, and some are snobs, but I've found track people to be some of the most supportive people in the world.

***Which cars have you driven on track and which is your favorite?***

I have an eye-catching Wimbledon Green Metallic 1993 911/964 and a white with red and black checkerboard 1995 911/993. I probably like driving the 993 on the track best because my husband races it so it's well set-up. I've also had the opportunity to drive a few students' cars on the track. A couple of Boxsters and Caymans come to mind. Each car has its own personality, and I love finding that sweet-spot when I'm one with the car.

***Do you work on your car?***

I wash and wax it at home. At the track, I put gas in it and sometime help change tires or brake pads. Does that count as working on my car? Mostly, I just arrive and drive.

***What do you think we all could do to get more women participating in DE?***

Child care is a HUGE issue for women with children. It takes an incredible amount of work--all of it volunteer--to pull off a DE week-end. Club-provided child care would add even more work and legal/regulatory challenges. What worked for me was finding another DE-driving mother who had a son the same age as Pars and who Pars liked to hang out with. Susan Nickel with sons Mason and Phillip and Michaele Schoop with Calean come to mind. We could share child-care oversight, and it cut down on the it's-boring-I-don't-wanna-go arguments before we even got to the track. Even non-driving women have helped out with entertaining Pars. Connie (Dirk Decker's significant other) took Pars, Calean, Claire Kearns and the Walsh girls to the Watkins Glen Gorge, and if I can find it, I have a nice photo to prove it. Mia Walsh invited Pars to go swimming (or some off-track activity) with her girls--and maybe other kids. Maybe we could include something on our website/in the registration process that would allow drivers and spectators to connect regarding their child's/children's attendance at a particular event. Who knows, some of the track-driving fathers might be interested.

Aside from child care, I think confidence is a big issue. Most women don't work on their cars or know the "stats" (i.e., engine size, gear ratios, etc.) of every car ever produced like it seem many of the male drivers do. This can be intimidating at the track. Women also think they have to be "experts" and know all the ins-and-outs of why things work the way they do, which, by the way, makes them excellent students. Track-driving is about starting where you are in your knowledge/ability and building as appropriate at your own pace.

Finally, I find the short--or NO--lines in the restroom to be a big advantage.

---

## **Leah Price**

2002 Boxster S

***What sparked your interest in DE?***

It was on a whim. in 2012, after I moved to the DC-area and got my first Boxster (my red car), I went to a PCA Potomac breakfast to get a recommendation for a mechanic. I happened to sit next to John Magistro and he told me about the HPDC. Having very little experience driving at all (I've spent most of my adult life in NYC without a car), I thought it was a hilarious idea, but I tried it out. I was pretty intimidated so I made my dad come with me to the event and we shared my car. Suffice it to say - I was terrified at the HPDC. It was not a good feeling. But the people were nice and funny, and there was something very appealing about the prospect of becoming good at something that doesn't come naturally at all, and that scares the hell out of me.

***What was the moment that you realized how "hooked" you really were?***

I didn't consider myself "hooked" until after my wreck at Lime Rock when I totaled my red car. The logical me would have in-

vested the money I got from the track insurance, but the "addict" part of me refused to give up that easily and immediately turned around and bought a replacement car. I was living in NYC at that time and it made no sense, but I felt like I had no choice but to keep at it. That's when I knew I was hooked.

***What kinds of hurdles have you had to overcome to get to your level/advancement?***

There have been, and continue to be so many hurdles for me, that sometimes it is overwhelming. The loss of my red car at Lime Rock was very sad for me as I was completely in love with that car, catastrophic engine failure in my current car was upsetting and expensive to rebuild, maintenance is a constant headache, not to mention the high cost to participate and time required. And all of that is before I even make it to the driving part, which is when I'm faced with psychological hurdles like fear of another wreck, anxiety about my engine blowing up again, and lack of confidence.

I should say that without all of the help and support of fellow club members, I would have given up long ago. John Vrankovich rescued my engine when things were looking very bleak and introduced me to an awesome mechanic (Sloan at SSI). Marianne



Merritt gave me a ride home from the track when my car was totaled. Jim Bynum takes care of my car as if it were his own. Then there are all of the great instructors that have helped me along (some recent favorites include Hunt McMahon, Andrew Fort, Mark Francis, Evan Close), and the amazing jokes I've learned from Greg Seemann.

***What's the most satisfying part of participating in DE (or racing)?***

For me, going to a DE event is a complete escape. All the aggravating little stuff that goes on during the week becomes insignificant when I'm headed into Turn 1 at Summit Point at 130 mph while finishing a pass about to heel-toe-downshift.

***Which cars have you driven on track and which is your favorite?***

I've been lucky to drive many different kinds of Porsches on track (944, GT3, Boxsters, Cayman S), but my red car (1999 Boxster) was my first love. I do like to compare the different "feel" of different cars and their set-ups.

***Do you work on your car?***

I once changed a front headlight bulb, but otherwise, I shamelessly rely on my generous friends (like Jim Bynum, John Vrankovich) for all the help I can get. If the car needs help beyond what my friends can do for free, I take my car to SSI.

***What do you think we all could do to get more women participating in DE?***

I like the idea of "Women Drive for Free" events, but that's just because I'm cheap (not because I'm female).

But seriously, I think that people should know that for the most part, the guys at the track are very supportive of the women who come out (mostly). For the men reading this, recognize that it is quite intimidating for a woman to come to participate in track events, and if you're nice and helpful and tell good jokes, we're more likely to come back for more.



# P2O: A Journey Bound by Friendship

Story by Steve Grumbach  
 Photos by Steve Grumbach and Andrew Hessler.

Above: Parked together at P2O 2016 (left to right); Aaron Somo-ge's 1974 911, Steve's 2002 Targa and Joe Powell's 1989 Silver Anniversary 911 Cabriolet.

Differing models, but a common marque. Participants spanning generations but united in passion and friendship. Five decades of 911s; bonds that date back just as long. Homes separated by miles and state lines, but a common destination and purpose – Porsches to Ohio (P2O®), “A Casual Porsche Party” in Granville, Ohio. A gathering of over 300 enthusiasts and their Porsches of all models, eras and vintages – simply folks who love their cars, the brand and enjoy the company of others who do, too.

Sponsored by the Mid-Ohio Region PCA, which is celebrating their 50th year, the P2O® three-day event in late July was an opportunity for Porsche enthusiasts to gather, renew old acquaintances, make new ones and enjoy the vast array of models on display. Further, proceeds from the event are donated to charities dedicated to helping local families who are facing pediatric cancer.

Granville, Ohio is a quaint community located in Licking County (east central Ohio), roughly 40 miles East of Columbus. Settled by colonists in 1805 from Massachusetts on land set aside for those that served in the Revolutionary War, the village still retains the character of a New England-style town on which it's plan is based. It is the home of Denison University. The Village has a permanent population of 3500 and a

total population of 5600 when the college students are in session.

P2O, a three-day event with tours and various related events, was dominated on Saturday, July 30th with the “show” that monopolizes the downtown. Prior to coming to Granville, the event was held in Miami University and previously in Pinckney, MI, as Porsches 2 Pinckney. In 2003, the P2P had 83 cars. After a seven month search for a new event home across dozens of cities in the tristate, Miami University was chosen in winter 2005. P2O® is the brainchild of Marylynn Roe. Marylynn battled cancer courageously before her passing in 2006 and her legacy is one the event strives hard to maintain through thoughtful recognition and contributions to charity raised by the show. P2O is celebrating its 12th year; this was the fifth year at Granville.

## Ready, Set, Go...

Ohio? Really? Absolutely! We've been planning this for weeks. From my home in Leesburg, VA it's a familiar five hour drive. My 996 Carrera Targa is just the right tool for the job. Throw in a change of clothes, drinks and the usual car show prep items and we're good to go. It was a no-stress trip to Akron, Ohio on Friday morning in light to medium traffic across West-



mix well with the sporadic occasional encounter with an Amish buggy.

Okay; we also stopped for breakfast. Hey, we maintain these generous waistlines skipping too many meals.

### **Showtime!**

The early inclement weather gradually cleared and the faithful assembled. As in year's past, lovely Porsches of all years and models lined both sides of the street side-by-side and down the center line for several blocks, along with occupying Granville's central square. Over 300 cars, with many from the various Ohio PCA clubs (including the host region and Northern Ohio, Maumee Valley and Ohio Valley Regions) were well represented; even the Eastern Buckeye Region carvanned ten cars from their marshalling point at the Pro Football Hall of Fame in Canton first thing Saturday morning. Particularly well represented was a hearty contingent from near Ontario, Canada from the Upper Canada Region.

Whatever your itch, there was plenty there to scratch it: From late model 911 GT3 RS, Cayman GT4s, 718 Boxsters and a 991 Targa to a large contingent of earlier air-cooled Porsche models of all years and varieties. While there is a "people's choice" element to the show (and congratulations to the worthy winners), it is much more an informal casual gathering of enthusiasts. Even the open-top 356s came along later as the threatening clouds departed and a sunny day emerged.

And as is typical, the participants generously shared their knowledge and perspectives with fellow owners, along with many folks who either happened along or were just taking in the sights.

A lovely lunch at the Granville Inn wrapped up our show day in the early afternoon.

Back in Akron, how do you wrap up a great car day with your best friends? A quick stop at Swenson's Drive-In for a Galley Boy double cheese burger (LeBron James' favorite), with onion rings. And if you haven't yet had one of these cardiac arrest inducing treats – well, you just gotta go!

ern Maryland and the Pennsylvania Turnpike for the staged overnight with family.

### **Car Guys and their Porsches**

We've been buddies and "car guys" since growing up in the same neighborhood in the early 60's outside of Akron. What started with slot cars and Monogram kits turned years later to passionate 911 ownership. Joe Powell drove his '89 911 Cab, his cousin David Olivo his black '66 911, Joe's son-in-law Aaron Somogye his red '74 911 and I my 2002 Lapis Blue Targa. Blue, red, silver and black; 911's nose to tail – off to the show at dawn!

We marshalled after daybreak for the group's two-hour drive from Akron to Granville. The morning weather did not bode well – gray overcast, hazy, foggy with intermittent rain showers. We mostly avoided the interstate to take advantage of the open two-lane state routes across the farmland, meadows and woodlands of eastern central Ohio. While a purposeful pace was set, excessive irresponsible speed, no matter how tempting across the gently rolling hills through farmland and small towns, does not

#### **David Olivo**

1966 911

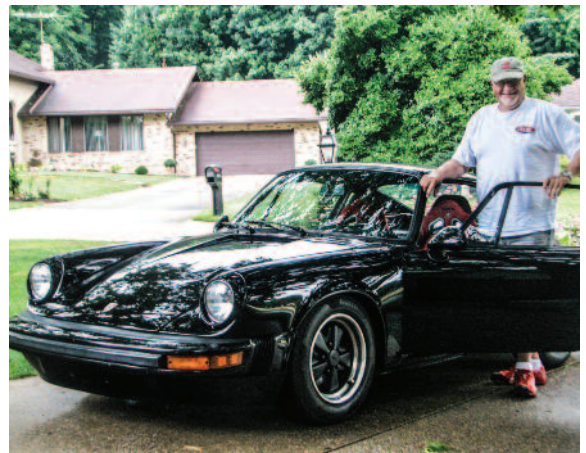
*Years Owned:* 10

*Mods/Specs/Features:* Original interior with racing seats. Body modified to mid-70's 911 specs.

*Other significant cars owned:* 1952 Chevy (mild custom), 61 Ford Thunderbird, 33 Plymouth, 1977 Ferrari 308 GTB, 1995 Porsche 993 4S Cab, 1984 Porsche 928

*What's "special" about your Porsche?* Truly a "driver's car". You are one with it.

*Thoughts about P2O:* Wonderful gathering of great cars and people.



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### January 28, 2017

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Limit 50 Registrants - Free to our Members

*Hosted by Washington Auto Show*  
Light Refreshments Served

Registration Link on PCA Potomac Website



**Joe Powell**

1989 911 Carrera Cabriolet  
Owned for 27 years

**Mods/Specs/Features:** Silver Anniversary Package; 2 owner car. Black piping on Linen Seats, B&B exhaust.

**Other significant cars owned:** 1971 DeTomaso Pantera, 1966 Jaguar XKE, Superformance Cobra; 2003 Viper ACR; Corvettes... All gone – but I just can't part with the 911!

**What's "special" about your Porsche?** Solid and reliable fun to drive - very direct connection to the road!

**Thoughts about P20:** Great venue and lots of splendid Porsches!



**Aaron Somogye**

1974 911  
Owned for 3 years

**Mods/Specs/Features:** The most significant is the 3.2 engine and transmission transplant done by Steinell's Autowerks.

**Other significant cars owned:** This is my first sports car.

**What's "special" about your Porsche?** Most importantly, it's mine!

**Thoughts about P20:** It is an amazing event with a great small town backdrop. Absolutely one of the highlights of the summer.



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# The Last DE of the Season

Story and photos by Mia Walsh

Above left: Bill McIntosh and Diane Sullenberger

Above right: Patrick Rhodes, Evan Close, Collin Mechler, Scott Bresnahan, John Vrankovich, Michael Kaunitz

The October Drivers' Education event – the last DE of the season – always sells out in advance with a rather long wait list. This is rather surprising, on one hand, because weather at the end of October in West Virginia isn't always conducive to high-speed performance driving. I personally recall 5 inches of snow that fell Friday into Saturday several years ago, causing not only the track to close, but many roads en route to Summit Point Raceway as well. I also recall many cold, wet, windy dark days, as well, that create havoc, especially for those R compound, Nitto NT-01, Toyo R888 and other slick tires; though members with street tires and all-wheel drive cars never seem to be too troubled.

However, a gorgeous day is only one component of a decent track event. Given the unpredictability of West Virginia weather, PCA members continue to flock to this event. Those who have just completed their first High Performance Driving Clinic (held in March and September), a pre-requisite for DE's, have been bitten by the bug and can't wait to extend their HPDC experience on track. Others, meanwhile, mostly seasoned drivers, don't want to miss out on ONE LAST EVENT before putting their Porsches away for the winter, at least away from the motorsport circuit. Smiling faces were abundant, as run group promotions occurred – a benefit for those working hard to improve their abilities over the course of the season.

The October 21-23 event did not disappoint. Rain? Yes. Cold, chilling, bitter wind? Yup, that too.

And gorgeous blue sky and warm sun? Sure, add that to Sunday and we had it all!

Despite the weather, the social climate of the event was at an all-time peak high. As our club motto goes, "It's not just the cars (or the weather), it's the people." Keep looking for information about registration for the 2017 events in the Der Vorgänger, eBlasts and our website, [www.pcapotomac.org](http://www.pcapotomac.org).

Many thanks to the plethora of volunteers who make the Drivers' Education Program possible. These include:

DE Program Chairs: Dirk Dekker & Bob Mulligan  
DE Chief Instructors: Dan Dazzo, Don Mattran, Steve Wilson

DE Registrars: Carol DeZwarte & Chris Mantzurinis

DE Track Registrar: Bernice Richmond

DE Cashier: Roger McLeod, Jr.

DE Track Coordinator: Brian Walsh

DE Tech Inspection: John Vrankovich & David Diquollo

DE Track Stewards: Tim Kearns, Steve Vetter & Michael Handelman

DE Social and Happy Hour: Annabelle Alvi and Pat Kaunitz

## October 2016 new Potomac members

### New Members

David Allen - 2012 911 Carrera 4S Coupe - from Jefferson	Michael Lang – 1989 911 Carrera – from Adamstown – transfer from Riesentoter	Matt Strangfeld - 2010 Cayman - from Washington
James Baldrighi - 2013 Boxster S - from Springfield	Pietro McCabe – 2012 Cayenne – from Arlington – transfer from First Settlers	Tom Trumbo - 1989 944 S2 Coupe - from The Plains
Gina Cavalier - 2017 911 Carrera 4 Targa - from Arlington	David Perlin - 2008 911 Turbo S Coupe - from Chevy Chase	David Viens - 2002 911 Targa - from Clifton
Francis Chen - 2010 Cayman - from Bethesda	Eyner Ramirez - 2006 Cayman S - from Chantilly	James Wecht – 1999 911 Carrera – from Aldie – transfer from Los Angeles
Heidi Frederick - 2004 911 Turbo Cabriolet - from Reston	Serge Rigaud - 1988 911 Carrera Targa - from Washington	Kiran Yeddala - 2015 Panamera - from Ashburn
Robert Glenn - 2010 Panamera 4S - from Washington	John Robertson - 1996 911 Carrera - from Ashburn	
Michael Karagiannis - 2014 Cayman S - from Hamilton	Andrew Shanbrom - 2016 GT4 - from Washington	
Brad Kuebler - 2006 911 Carrera 4S Coupe - from Mclean	Denzil Simmonds - 2010 911 Carrera S Cabriolet - from Reston	

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# November 2016 Potomac anniversaries

## Anniversaries

### 45 Years

Patrick Buford & Kathleen Hurney

### 40 Years

Randolph & Diane Sim

### 30 Years

Tyssen & Matthew Becker  
Heinz & Mike Wahl

### 25 Years

James & Karen Cleveland  
Robert & M Miller

### 20 Years

James & Madhu Boland  
Clarion Johnson  
Timothy & Denise Weglicki

### 15 Years

Charlotte & Patrick Hamilton  
R Jettmar & Lesley Zark  
Nathan & Amy Risdal  
Michael & Gail Stolarik

### 10 Years

Tim Arnold & June Brown  
Frank & Jani Drohan  
Edward & Brenda Ferry  
John & Rachel LeSuer  
Jan Luigard & Maura Cahill

### 5 Years

Jeffrey Blum  
Marc Danziger  
James Gershowitz & Stacy Meadows  
Todd & Dorthe Levine  
Renard & Shannon Paulin



## Contribute to *der Vorgänger*

### Join PCA the easy way

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](mailto: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 and below: The fall drive on Oct 30. The drive began at Potomac Elementary School with stops at the Rocky Point Creamery and Catoctin Mountain Orchard before reaching our destination of Schmankerl Stube Restaurant in Hagerstown for some fine authentic Bavarian food. We were initially blessed by cloudless blue skies which later turned into big stormy skies. The drivers the following week had a little nicer weather. Photos by Glenn Havinovski.





*Above: Last DE of the season. Photo by Mia Walsh.*



*Left: October 30th Drive and Dine. Left to right: Rob Mariani, Meghan Snide, John Klish, and Susan Klish. Photo by Glenn Havinoviski.*



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*Photo by Charlene Truban.*

