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Cover photo: The new Porsche 911 991.2 variant.
Photo by Casey Parkin.



der Vorgänger

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Porsche Club of America.

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"Some companies are beginning to examine vehicle location data, for example, which could offer insights into how often someone speeds and drives on highways, both helpful for determining risk." Nick Wingfield for the New York Times

"Beyond keeping an eye on vehicle speed and time of day, these devices can even take note of strong turns of the wheel, which may indicate unsafe swerving." Brian Fung for The Washington Post

I don't know what to make of this. So many drivers out there are awful, rude, incompetent, drunk or asleep that some new means of controlling their depredations does seem necessary. But I remain puzzled by our response which seems to be a combination of removing control from the driver through autonomous vehicles and/or punishing poor performance with harsh penalties or confiscatory insurance tariffs based on telematics. Alternatively, we could try making cars, drivers and roads better.

Cars are better and owners seem willing to pay for safety. Roads are not better. Our designs have improved but our elected legislatures continue the indefensible disservice of underfunding infrastructure. Drivers can be better. Seat belt use has become almost ubiquitous, not due to the occasional police enforcement, but because the country embarked on a serious long running driver ed-



Glenn Cowan



Michael Sherman

ucation campaign similar to those aimed at eliminating littering and smoking.

We could do the same for driving skills. We could design better basic driver education, sensible real world driving tests and public service campaigns ("that blinking light in front of you is called a turn signal indicator...") but we don't seem all that interested in being as competent as German drivers so long as we can flail their cars around.

Sad thing of course is that the direction pointed to by the quotes above will be the end of motoring in the US as anything but transportation. I'm uncertain that Porsche can survive in such an environment. Very few of us own these wonderful automobiles simply to get from A to B. At some point, the hassle of trying to enjoy motoring will no any longer be worth it. I already have to drive 40 miles to reach a road that permits me to stretch my car without the immediate surveillance of Big Brother. At some point it's going to be too much.



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New Events For A New Year

On December 12, 2015, an Open Board/New Members Meeting was hosted by Euro Pros Collision Center in Gaithersburg, MD. Thank you Derrick, Ellen, Jack, Tom, and the rest of the Euro Pros team for hosting what turned out to be a terrific meeting. Among other business conducted at that meeting, elections were held, and David Dean was elected as Vice President and President-Elect for 2017; Michael Handelman was elected as Treasurer; Mia Walsh was elected as Secretary; and yours truly was re-elected to serve another term this year as your President. I am honored to accept re-election as President, and it is my pleasure to express utmost appreciation to each of my fellow officers for their exemplary service to the Club and for their continued support of my efforts as President. Following the Open Board/New Members Meeting, a planning meeting was held in order for us to schedule the more than 100 events our Region hosts every year. Many thanks to all of the program chairs and other members who attended the planning meeting and successfully coordinated our calendars for the next 12 months.

For those members who are not familiar with this publication, please note that immediately following this column you will find a detailed list of all of the programs offered by our Region as well as a calendar of events covering February and March of this year. Please note that the calendar is accurate as of the date of this publication; however, please check our website at



Howard Hill

www.pcapotomac.org for the most up-to-date information about our calendar as well as detailed information about all of our events throughout the year. My fellow officers and I recognize that this Club cannot be all things to all people; nonetheless, we know that at least one of the myriad activities and events hosted by our Region will appeal to most of us who chose the Porsche badge instead of the many options in the market today.

I encourage our new members to explore the various programs and hope that our long-time members will continue to support the programs which have kept them enthusiastic about the Club.

I will not go into the entire calendar in this column. If I were to endeavor such an undertaking, I would run out of my allocation of words before getting through the first quarter of this year. Of particular importance, however, please mark your calendars for the Volunteer Awards Dinner being held on February 6th at Maggiano's Little Italy located in Tysons Corner, VA. It is sure to be a sell out event. The only other events that I will highlight are the following: our first Autocross will be held on March 6th; our first Concours will be held at on May 1st; our first Drive and Dine will be held on April 2nd; our first Drivers Education will be held on March 13th; and our first Rally will be held on April 16th. Best wishes to all for a Happy New Year!

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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 for further information and the most up-to-date information.

February

6 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.

6 Potomac's Volunteer and Awards Dinner. Maggiano's Little Italy, 2001 International Dr, McLean, VA.

13 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.

20 Potomac's Maryland Brunch at The Irish Inn, Glen Echo, 11am – 1pm.

March

5 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.

12 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.

12 DE Instructor's clinic. Summit Point. 6:30am – 5pm.

13 Potomac's HPDC. Summit Point. 6:30am – 5pm.

19 Potomac's Maryland Brunch at The Irish Inn, Glen Echo, 11am – 1pm.



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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.

The New 911 Launched in Portugal



*Story and photos by
Casey Parkin*

In the summer of 1984 a Porsche powered F1 car won the first Grand Prix held at Estoril Circuit just outside of Lisbon, Portugal. The engine, a turbo charged 6 cylinder, continued to win the following season. 31 years later I was invited to this famed circuit to see and experience Porsches latest halo car, the newest generation of the Porsche 911.

Porsche has always faced backlash when they update the famed car. This new batch of 911s is largely similar to the first generation 991 but with two significant changes; the engine is new and the infotainment system has been fully updated. There have been few concerns regarding the new PCM(Porsche Communications Management) system, however there were concerns about the engine change to a twin turbo unit.

Ok, let's just get it out there - The new engine is great! Despite being a bit less raucous (which some will appreciate) every other facet of the en-

gine is better. It provides 15% better fuel economy, more torque, and improved responsiveness that translates into a better feel and road handling making it the car easier to drive in every way. The first 991 provided owners with the practical option to use the 911 as a daily driver. The new car takes that up a couple of notches including the improved suspension which hasn't been covered much in the media. The Sport Dampening mode in the existing system may be too harsh for some but the new suspension mapping is significantly better and makes the car more enjoyable. I never put a 991.1 in the sport chassis setting as it is way too stiff for my tastes but the new setup is more controllable and significantly refined.

My first experience with the car was in two different "base" versions. Both were well-equipped, a coupe in the new Graphite Blue Metallic and a cabriolet in White. The coupe was well optioned for what I would consider an "in stock" car including most everything the majority of clients



would ask for. The convertible was fitted with similar options plus the optional sport exhaust. Get the sport exhaust. It sounds a bit better (especially on overrun) and it looks fantastic (kinda GT3-esque). This is the way the car should look and sound.

How does it drive? While this might offend some folks, the engine now feels quite similar to the power plant in the Macan (that is a good thing). When you lean on the throttle you feel the turbos spool and the car rockets out of sight. I used to own a B5 S4. Other than the fact that it was normally broken (leaking something) I loved it. Slightly roll on the throttle and then come off and enjoy the feeling of turbo boost. The 991.2 brought back those memories. With the PDK transmission (what all of the cars were fitted with that I drove) you get going way too fast, way too quickly like in any other PDK fitted Porsche (especially one with turbos). I can't wait to drive the manual car to feel the experience, which only oc-

curs when I pick up and deliver a client's 2010 911 Turbo. You don't need to drive fast to have a lot of fun.

Following the drive around the gorgeous Cascais coastline we drove through a few mountain passes and enjoyed how docile and yet pointed the 911 performed. This car did everything well! It ticked the box for comfort, at the press of a button and the turn of the 918-esque knob on the steering wheel the car was entirely different.

So, how was Estoril? Estoril is not only the best shade of blue ever on a BMW but also a wonderful and technical track that was within five minutes from our hotel. It has been host to F1, Moto GP, WTCC and a few other sanctioned events. I raised my hand to be in the "fast" group. I have been to driving school and have been on a lot of race tracks so I figured why not take the opportunity to cane the new 991.2 a bit? We rotated between four cars, the white and Graphite Blue

Continued on page 14...



The new 991.2 second iteration of the 991 style seen in various configurations of cabriolet, coupe, S and base model. The new 911 features a new turbo engine in all models, as well as slight changes to the taillights and front-end.





Continued from page 11

Metallic car were in the mix and there were also two other cars that I hadn't had the privilege of testing yet, one was an S Cab with a lot of options and the other was a red S Coupe with every box ticked including Dynamic Chassis Control, Sport Suspension, Sport Exhaust, rear axle steering, 410mm ceramic brakes and 18 way seats; effectively all you could possibly want in the car which resulted in comparable lap times of a 911 GT3.

On the race track, in the hands of a pro, the car is said to be faster than its predecessor by 12 seconds around the Nurburgring, equating to the same time as a Carrera GT. In my novice hands

the car was confident and a blast to drive. Did it feel very different than the old car? Yes, it does. Coming out of a turn it certainly accelerated a lot faster and when driven hard you feel absolutely 0 lag.

The big question, do you need the S? It is a rare opportunity that I drive a car over 5500 or so RPMs. My argument for the 3.8L over the 3.4L was the torque of the previous iteration of the 911. Now the new base has more torque than the previous S. The torque starts low, at about 1700 RPMs and continues through 5k right where I like to drive. To me the base is more than enough. If you are into performance features, such as the



rear steering and other sporting options, you need to get the S as they are not available on the non S car. Either way you go, you can't go wrong, it just depends on whether or not you need to turn it up to "11".

Where I feel the car excels more than in any other way is in normal driving. At Porsche testing events we often drive competitive cars along with the Porsche to compare and contrast. Most often we do it on the race track. 99% of Mercedes GLK owners will never take their car around a race track. Likely about 85% of my 911 clients will never drive their cars as they were originally intended and built from the factory. Other than an

onramp or two most of these cars will never be trail braked, apexed or experience threshold braking. What makes this car work is its ability to do everything, cruise around a small seaside town with cobbled roads and bad traffic and then go to a world class racing circuit and turn repeated hot laps without a single complaint. My guess is that Dr. Porsche would be very happy with this car as it is the perfect evolution of the car he debuted in 1963, 53 years ago.









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2015 Potomac Region Picnic

*Story and photos by
Michael Budinski*

After missing last year, the Potomac region Porsche Club picnic was back on schedule. At Fort Hunt Park near Mount Vernon Virginia. Held on a beautiful and warm September 20th day, about 100 people attended for grilled burgers and bratwurst sausage, and various salads and desserts. Accompanied by wine, local beers, and hard cider.

The wash and shine car show was hosted by Ellen and Bob Gutjahr from the Chesapeake Region (standing in for Diana and Ron Davis). Bringing their own style of car classification, the show even had a category for the car most in need of TLC (all in good spirit).

Using her persuasion skills, Mi Jee Song secured a number of very nice door prizes from Potomac Region sponsors: Porsche of Tysons, Porsche Club of America, Morais Vineyards & Win-

ery, and Potomac Region PCA. The prizes ranged from very cool Porsche slot car sets, to lovely gift boxes of fine Virginia wines.

Sourcing locally-raised meats, the burgers and bratwurst sausages were supplied by Society Fair in Old Town Alexandria. Prepared using old-school charcoal grills, about 45 pounds of meat was cooked to perfection (and devoured).

Managing the front end of the house was Jacquie and Rob Bobbitt (formerly Potomac Region, now of the First Settlers Region), and Linda Budinski. Managing the grilling stations were Mike Budinski, Steven Bobbitt, Joseph Panagiotou, and Daphne Fuentesvilla.



Above: Ellen and Bob Gutjahr scoring the car show results.

Right: Wash and shine aware winners.





Potomac Open Board Meeting

December 12, 2015

Story by Mia Walsh.

Photos by Glenn Cowan.

Over 80 PCA Potomac members attended the December 2015 Open Board meeting, held at EuroPros Collision Center in Gathersburg on December 12th. A very special thank you to our sponsors, Jack Ford and Derrick Ford at Europros for hosting this event in their facility.

Why such the large number of attendees you ask? Well, we had a special welcome breakfast for all of our NEW MEMBERS who joined Potomac in 2015. In attendance this year were over 25 new members (plus their guests) who came to learn about all of the programs and events that PCA Potomac has to offer. New Members in attendance, such as Mark Allen, Ken D'Angelo, Thomas Griffiths, Romain Mareuil, Thomas Schlemmer and Denys Vasquez-Welch also took advantage of our special offer for attending – A FREE PCA POTOMAC NAME BADGE! Be on the lookout soon for your badges to arrive in the mail!

Our Vice President, David Dean, took the helm to make a few announcements for changes in Club Leadership. Thank you to the following volunteers for taking new roles: Tim Kearns as Safety Chair; Dirk Dekker and Bob Mulligan as Drivers' Education Chairs; Dan Dazzo, Steve Wilson, Don Mattran as Chief Instructors; Gary Baker as Club Race Chair (along with Fred Pfeiffer in 2016); and John Truban as co-chair of Concours.

After 2016 program updates from all of our Program Chairs (WOW – we have a lot of fun activities going on in 2016!), the general membership discussed Model Experts and the need to continue the Model Expert Program in PCA Potomac. What a great open conversation about a need in our club, with opinions shared by long-term and new members alike. Each member in PCA Potomac has a valuable opinion, which continues to make our club the strongest membership in the country. Kudos!

Finally, after the Open Board Meeting was finished, the 2016

Elections were held. Congratulations to the following candidates who were elected to serve the 2016 term on the Executive Board of PCA Potomac Region:

Howard Hill, President
David Dean, Vice President
Michael Handelman, Treasurer,
Mia Walsh, Secretary

Thank you, as well, to John Eberhardt for continuing to serve on the Executive Committee as Past-President.

All of us in PCA Potomac look forward to seeing our NEW MEMBERS, as well as all of our membership, at one of our many program events in 2016. Have a wonderful new year in your PORSCHE!





Fuel For Winter Storage

*Story and photo by Tom
Neel*

My wife and I recently and warmly took a late summer delivery of our 2016 Porsche GT4. While not an actual limited edition Porsche, it is still very much a highly sought after GT version, with waiting lists still in place. Future classic? We can only assume with its journalistic phrase so high, that the possibility exists, and so for us a daily driver it will not be.

Living in the Mid Atlantic region and with not only the possibilities of snow, but the dreaded salt that the Virginia Department of Transportation can't seem to live without delivering by the buckets full. Needless to say, when that stuff hits the ground, this car becomes a garage queen.

In any event, we've managed to crack off 600 very pleasurable miles on the GT4 and while it may see more in the coming months, my next thought turned to the fuel that would be sitting in not only its tank, but its fuel system if it were to sit. Let's face, I'm not alone in disliking ethanol fuels. I think they are kind of corny [pun intended], but it seems at the pump the only alternative you can find in this area, are that some Liberty gas stations offer a non ethanol regular. In my opinion that may be better than having a car sit or not burn through a tank full of high octane fuel with ethanol in about 60 days, which is what many give it for a shelf life.

There's a lot of chatter about flex fuels, E15 and E85, with claims that 80% of the cars are set up to use these fuels. There's also plenty of companies making enzyme additives to stabilize ethanol fuels. I'm also a motorcyclist and we live on a piece of property that requires a plethora of small engines in yard equipment. I've learned my lesson there. The yard stuff is drained of fuel and the motorcycles, with their smaller tanks, get used all year long, thus always getting fresh fuel.

Still, I thought there must be something better for this rather expensive possession. I talked to some friends with much more expensive automobiles that sit, who told me they don't bother doing anything and have never had a problem. Yet I know others that have had real headaches and I don't want to join them with our GT4. Then one friend told me about Sunoco Optima.

As part of Sunoco's Race Fuels line, Optima is specifically formulated for vehicle and small equipment storage. Their words - (Sunoco Optima is an unleaded fuel blended from highly-refined hydrocarbon blendstocks. Optima does not contain ethanol or MTBE and is oxygenate-free. Optima has excellent storage characteristics, making it ideal for storing vehicles and gasoline-powered equipment, especially those requiring an exceptionally stable unleaded fuel).

They go on to say - (It will not harm oxygen sensors or catalytic converters. When stored in air-tight, opaque fuel containers, the shelf life of Sunoco Optima is in excess of three years). I also noticed its also 95 octane and thought, now we're talking. The only possible draw back is Sunoco having to say it is not street-legal and for racing use only. I don't see this as a problem, because it's not needed year round and at \$60. for a 5 gallon can, it's too cost prohibitive for regular use anyway.

I did decide though that for me, and the significant investment made in this car, spending less than \$200. on a protective fuel was insignificant. Next was finding it though and I must admit I felt I got lucky in that regard. In my case, a regular Sunoco station ten miles away in Warrenton, Virginia keeps it in stock! As far as I know this may be the practice of other Sunoco stations, but if not, I'm sure Sunoco will help you find it.



Okay, so now I have five gallon cans and I needed to find away to get the fuel into the tank. Sunoco makes part of this task easy by providing not only an easy to use pull spout, but a air relief hole as well. Just pull up the spout, unscrew the top, pull off the seal, then open the small air relief cap, poke a hole with a sharp tool and it's ready to go. On the funnel side of things I used a new [or clean] long oil funnel. The process was easy. I will share that I highly recommend that this is done outside of your garage for ventilation and safety.

Now last is then the - when to pour it in - part of the equation. If you have ethanol fuel in the tank and fuel system already, it would make sense that you want as much of it out as possible before pouring the expensive fancy stuff in right? I chose to drive it down to a point where the GT4's onboard computer said I had 15 miles to go. At that point I put in 5 gallons of the Optima, then drove it another 15 miles or so to get the Optima into the system. Once that was behind me, I

added another 5 gallons. This GT4 does not have the extended fuel tank, but rather just over 14 gallons, so I'll likely stop there.

My plan will to heat cycle this engine through the winter, even if I don't drive it and if the winter is mild [fingers crossed], I will get it out and stretch its legs. But never really knowing when snow may come, I won't likely put pump fuel back in until sometime in March. In the end, like all of the decisions we make with the cars we love, this is a personal one, yet the process was an interactive part of ownership and one I feel good with. My guess is that some of you out there have more extreme examples of classics that do a lot of sitting and it may be the right choice for you too. For more information you should visit www.race.gas, go to fuels, then unleaded, the Optima.



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Help Wanted

We're always looking for volunteers to help out with PCA events, but there are also some positions needing to be filled which perhaps speak to some of our members less socially inclined, and more focused on being a gearhead. If you look on page 8, you'll notice a list of "model experts". These are folks who members in the club may contact with questions about their cars. A car club should be ready to help members with their cars. It's tough sometimes to have fun at club events when all you want to do is figure out why that brake caliper won't come off, why that weird ticking sound won't go away, or whether or not that smell is normal.

With some of the newer models, we don't have spots filled for model experts. For example, the newer 911 variants (996, 997, 991), the Macan, or the Panamera. If you own one of these, enjoy researching specifications and technical bits, and want to help your fellow members when they have questions, then we would appreciate a volunteer for some of these new model expert positions! You'd get your very own email forward.

Here at the *dV* magazine, we're always looking for help with new articles, especially with travel stories, club events, and DIY. If you have recently traveled with your Porsche or in a car-related theme, let us know! If you have done some repair work on your car and could provide a brief write-up, the membership would love to read your tale of Porsche repair. There are many online forums which members frequent for help, but we want to provide valuable pictures and how-tos here in the print magazine for our members as well.

If you're interested in helping out in any way, contact any of the exec team, or feel free to email us here at *dV* at dveditor@pcapotomac.org and we'll forward it on to the right person.



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November - December 2015 new Potomac members

New Members

Mark Allen - 2005 911 Carrera S Cabriolet - from Cheltenham
 Joseph Ayoub - 2008 Cayman - from Alexandria
 Will Beale - 2008 Cayenne S - from Alexandria
 Curtis Bradford - 2006 911 Carrera S - from Waldorf
 Bill Brohard - 2006 911 Carrera - from Purcellville
 Frank Carzo - 1999 911 Carrera - from Washington
 Ray Cho - 2016 Cayman GT4 - from Alexandria
 James Dennis - 2008 Cayenne S - from Woodbridge
 HW Gillen - 2016 Boxster GTS Convertible - from Washington
 Phil Gomez - 2016 Macan Turbo - from McLean
 Reggie Green - 2013 911 Carrera S - from Leesburg
 Scott Hansen - 2010 911 Carrera 4S Cabriolet - from Bethesda
 Dmitriy Itskovich - 2008 911 Turbo Cabriolet - from Potomac

Lloyd Kinch - 2007 Cayman - from Dunkirk
 Ira Kitmacher - 1980 924 Turbo - from Fairfax
 Julie Koser - 1973 914 2.0 Targa - from Silver Spring
 Kyle Langdon - 2009 Cayman S - from Arlington
 Brian Lettiere - 1979 928 - from Sykesville - transfer from Chesapeake
 Romain Mareuil - 2011 911 Carrera S - from Washington
 Joseph McCrea - 1984 911 Carrera - from Washington
 James McKee - 2007 911 Carrera - from Easton - transfer from Chesapeake
 Sarven Mermer - 1988 944S 2S - from Gaithersburg
 Richard Miller - 1996 911 Carrera - from Fairfax
 Dave Moggio - 2008 911 Carrera - from Fairfax
 Chris Nolan - 2007 911 Turbo - from West Friendship - transfer from Chesapeake
 Koorosh Orandi - 2016 Cayman S - from Bethesda
 James Pearl - 2002 911 Turbo - from Manassas

Leah Price - 1999 Boxster - from Arlington - transfer from Northern New Jersey
 Michael Quinlan - 2005 911 Carrera S M 97/01 - from Alexandria
 Margaret Roggensack - from Washington
 Kayvan Romaezi - 2006 911 Carrera S - from Sterling
 Jeffrey Rowe - 2012 911 Carrera GTS - from Washington
 Kevin Ryan - 2000 911 Carrera 4 - from California - transfer from Hurricane
 Thomas Schlemmer - 2009 Cayenne - from Falls Church
 Melissa Sigley - 2003 911 Carrera Cabriolet - from Mount Airy
 Jay Smith - 2013 911 Carrera S - from McLean
 Dave Terranova - 2011 Cayenne - from Arlington
 John Tramont - 1984 911 Carrera Targa - from Leonardtown
 Scott Veneziani - 1987 924S - from Dunkirk
 DE Winslett - 1992 911 Carrera 2 - from Alexandria

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40 Years

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35 Years

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30 Years

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25 Years

John & Jeanne Bradley

A & Shirley Buford

Oliver Ireland & Manley Williams

20 Years

Gerald & Karen Lee

Michael & Michael Saldi

Roger & Kim Stephens

15 Years

Richard & Shauna Colella

Larry Gunter & Nancy Elliott

Sreedhar & Preethi Krishnan

John & Leslie Punzi

Shawn Roberts

Daniel Spear & Debbie Hawkins

James & Ruth Tabb

John & Charlene Truban

Ot Venter

10 Years

Allen & Dawn Caskie

Mason & Bonnie Cooper

John & Debra Hallen

Roger & Sheila Lenkin

Stephen & Tina Morris

Fatih Seleklér

John Singley & Lynn Martin

Michael & Samuel Stubbins

5 Years

Ramez & Ramsey Andrawis

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Douglas Charnas & Marianne Chaconas

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Patrick Rhodes & Thomas Powell

Dennis Shiflet

John Somiak

Jonathan & Timothy Van Hise

Kenny Warren

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.

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



Above, right, and oppsite page bottom: Drive & Dine sure likes their wine trips. This one was on November 21, 2015. Photos by Glenn Havinoviski.





Left: Mia Walsh presents Mike Levitas with his award for outstanding contributions to the club.





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