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European model shown. Some options may not be available in the U.S.



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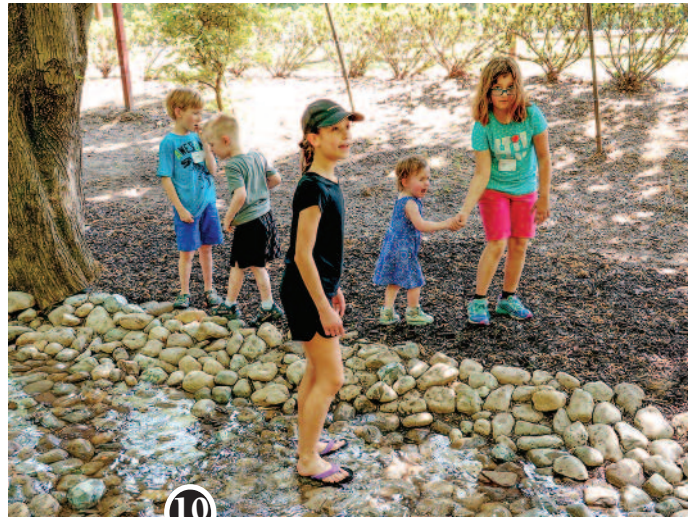
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Cover photo: Photo by Tom Neel.



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der Vorgänger

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PORSCHE

My Friends All Drive Porsches

A few weeks ago my wife and I visited her sister's family in Los Angeles. They live in an apartment building along Wilshire Boulevard. While standing on their balcony I noted a rooftop parking lot directly across the street filled with Porsches. On expressing incredulity that this could possibly be typical, my sister-in-law laughed and pointed out that this was the storage and service garage for a nearby Porsche dealer.

A few hours later I was sitting on a bench in Beverly Hills while the sisters had something mysterious done with their feet and toes. I started watching the passing cars: 911, Ferrari, Prius, Macan, Tesla, Fusion, Cayenne, Cayman, Corvette, Prius, 911 ... seriously, there were too many Porsches to photograph them all – I tried. I knew no one would believe it, so I wanted evidence. I couldn't target, frame, compose and shoot fast enough to capture images of all the Porsches going by – seemingly on Parade! Janice Joplin knew a thing or two.

I have advocated for the arcane tradition of Porsche drivers acknowledging each other with a wave or headlamp flash. That would be impossible in LA. You couldn't concentrate on driv-



Glenn Cowan



Michael Sherman

ing given how frequently you would be waving and flashing! It's actually sort of amusing that there are so many Porsches.

Okay, so there isn't much exclusivity to driving a Porsche in LA, but it's still a Porsche and its California and sunny and it never rains and there is the Pacific and freeways and ... congestion. I'm not talking garden variety traffic, but full-on I-270 Spur, American Legion and Wilson Bridge, Mixing Bowl, I-66 Armageddon traffic. We went to the Hollywood Bowl to see Paul Simon: 10 miles, 90 minutes! And that was considered reasonable.

As bad as we may think the traffic in the Potomac PCA region is, I'll take my Porsche right here in the DMV over LA any day. We can still relax and flash and wave at the occasional Porsche that passes by. Camaraderie over volume.

– Glenn

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Different DEs

During the month of June, Potomac hosted Drivers Education events (DEs) on both the Shenandoah Circuit at Summit Point, WV, and at Watkins Glen International in New York. It's hard to imagine two more different race tracks.

The Shenandoah Circuit opened in 2005. It is a highly technical track that we consider a great track for educating students. The track design and layout offers examples of many different types of turns, including a reproduction of the famous Karussell from the Nurburgring. The track is only 2.2 miles in length – yet the complexity and number of turns make it both a challenge for the beginner to remember where they are on the race track and a chance to experience a variety of track characteristics.

The weather over the two days added to the challenge – there were really only two dry sessions for each run group all weekend – but everyone adjusted their driving to the changing conditions. I had the privilege of instructing two very good students over the weekend. The first was a blue student who, after a couple of sessions to re-familiarize herself with the track, easily passed the white checkout ride. The second was a green student who was driving Shenandoah for the first time. She was doing so well driving “the line” that I asked her if she had studied video – and was surprised that the answer was no. A weekend of instructing is always more fun when you have exceptional students!



David Dean

Watkins Glen International opened in 1956. At that time, the track was 2.35 miles in length. In 1971, they opened the current 3.4 mile long configuration that Potomac uses. Even though Watkins Glen is 50% longer than Shenandoah, it's usually easier for students to get the basics of the line down and move to working on perfecting individual turns. Since I'm actually writing this before our weekend at Watkins Glen, I can only look forward to how exceptional my student will be!

You can't talk about driving Watkins Glen, without talking about the history of racing at Watkins Glen – and the fact that it hosts several pro races each year. I can remember watching the pros a few weeks after I had driven the track for the first time, and being amazed at how much more they, and their cars were capable of, than I was. The racing history of the area is everywhere. From the signs indicating that a section of public road was part of the original Gran Prix Circuit, to the Drivers Walk of Fame; the concrete markers in the sidewalks of downtown commemorating drivers who have raced in Watkins Glen.

I believe Potomac has one of the best DE program in PCA. This is only possible through the generosity of our DE Program sponsor, OG Racing, and the work of our DE Committee, Instructors, and many other volunteers who help at each event. Be sure to tell them thanks – and join us at a DE!

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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.



July

- 5-8 Nemascolin / Fallingwater D&D
- 6-8 DE Summit Point Main
- 7 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 15 Autocross #4, Summit Point
- 20-22 VA Highlands / Grist Mill Tour D&D
- 21 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm

August

- 3-5 Porschefest - Summit Point Main
- 4 Porschefest D&D - Summit Point Main
- 4 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 12 Autocross #5, Bowie Baysox Stadium
- 18 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm
- 31 Summer DE at VIR (through Sept 2)

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.

Fairfax, VA

Sundays, 8 – 10:30am, Fairfax Circle Shopping Center. There is a very nice, low key cars and coffee event

Winchester, VA

3rd Saturday, 8-11 am, Truban Motor Company located at 60 W. Jubal Early Drive in Winchester, VA. All car types invited. Rain or shine.

Bethesda, MD

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

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.

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





Annual PCA Potomac Picnic

Story by Pat Kaunitz. Photos by Otto Burgess.

On May 12th, the Annual PCA Potomac Picnic (sponsored by Matt Curry's Craftsman Auto Care of Alexandria) was held at The Pavilions of Turkey Run in McLean, VA.

We knew after last year's picnic that we wanted to try to move it closer to the heart of our membership so that more families could participate. Over the winter, we found The Pavilions of Turkey Run. Moving the picnic to such a central location without raising the price for attendees was impossible without finding a sponsor.

Matt and Judy Curry stepped right up! If you are in the DC area, you surely recognize the "Curry" name. Craftsman Auto Care (their current venture) has a location in Alexandria with more to come. See a more in depth bio later in this issue. As empty nesters, the Curry's are jumping back into PCA Potomac activities with both feet.

This picnic turned out to be the largest in recent history – nearly tripling the normal numbers! Kevin Naughten jumped in to organize the "Car Show" and we had well over 75 Porsches in attendance. Otto Burgess captured so many wonderful pictures

throughout the day. Other volunteers came early to help with check-in, parking of cars, and hanging of banners and signs.

The post-event survey confirmed that the event was a great success. Some great ideas on how to improve were also brought to light. We will be adding another pavilion next year to accommodate the increased interest. We will also get even more creative with activities. Here are what others had to say:

- "Great venue, especially on a very hot day!" Jim Zinn
- "Kids table & items were super great! Snow cones, ice cream, & popcorn were highlights with our kids." Joe Garwacki
- "The walking tour of the Claude Moore Farm was a treat." Nancy Keller
- "The Mother's Day gifts were a very nice touch." Bill Schwinn
- "My son really enjoyed it and wanted to know if there was a picnic every month." Mark Kuite

If you did not attend the picnic this year – add this not-to-be-missed event to your list for 2019!


Below: Jared and Mark Kuite receive the Great Scott award.



Top: Pincic Sponsors from Craftsman - Matt and Judy Curry, along with Claire Curry

Above: Noah Al Mukhtar, Leila Al Mukhtar, Sam Al Mukhtar, Mike Smalley, Dawn Smalley, Colleen Al Mukhtar

Left: Erin Vranicar, Andy Bryan, Preston Hall, Kathryn Hall



An inside look at the future of
motoring, or perhaps, mobility.
Part 1 of 2.

Harmonizing Reality World

Story by Glenn
Havinoviski.

*Below: Porsche's
Mission E is
planned for in-
troduction by
2019. Disguised
prototypes were
spied in October
while being tested
at the Nürbur-
gring and travel-
ing on local
streets in Ger-
many.*

As Porsche owners and drivers, we love our cars to an extent that much of the world, even our “first world” society, may not understand. The vast majority of Americans select cars, trucks and SUVs on cost and practicality. A notable group of others select their vehicles for the image (though I’m not sure what image is conveyed by those who buy \$100,000 fully-optioned pickup trucks).

Porsches have always had a different patina, even if perhaps it’s harder to see from the outside world. Those highly-visible fiftyish, sun-tanned playboys in Florida driving 911 Turbos in the ‘80s may well have given up after a few weeks when they discovered their cars contained neither power steering nor automatic transmission like the Cadillacs, Lincolns or Corvettes of the day. Buying a Porsche sports car (or Ferrari or Lambo for that matter) isn’t going to work out well

unless the owner learns to understand, appreciate and take advantage of its unique driving characteristics. If nothing else, the passenger (and other motorists) can see when the driver is clearly in over their head.

But what if, suddenly, no one drives anymore? What if, by 2040, 80% of all travel is in driverless vehicles, and most people under 40 by that time have never even acquired a drivers’ license, let alone a personal vehicle with more than two wheels? What if people who drive those wasteful, narcissistic, fossil-fuel-burning, anti-diluvian cars with loud exhausts and confusing analog “dashboards” are only allowed to travel on alternate weekends to the “Driving Park”? That’s where they can fire up their noisy anti-social conveyances built by the evil capitalist-industrial complex, travel at 60 mph speeds, and encounter roads with curves, simulated villages with gas stations, periodic cars-and-coffee events, and diner-like park concessions where customers are served red meat and starch-based meals by non-tattooed staff whose hair is not tinted in primary colors?

And maybe once in a while the owners of the winding lanes surrounding the Summit Point wind turbine farm in West Virginia will allow remaining PCA members to partake in bygone and arcane rituals such as “Club Racing”, “DE” and something called “Autocross”. Although there will undoubtedly be heated arguments over whether the Mission E, eCayman, and e911 should be allowed on the track with “the real Porsches”.

How Did We Get Here?

My career has been in transportation engineering consulting, focused on “Intelligent Transportation Sys-





tems” (management of traffic and transportation using computer and telecommunications technologies). Since the ‘70s, I have seen our nation’s transportation policies move from a focus on building new roads and additional vehicle capacity to largely maintaining existing facilities and improving their efficiency while reducing harm to the environment. This may include electronic adjustment of traffic signal timings, computer-aided service patrol dispatch services to quickly clear incidents from roads, replacing cash toll booths with electronic free flow (no-stop) tolling, and providing live traveler information and video feeds through smart phones. It might also involve more radical solutions such as opening shoulders to traffic flow during peak and weekend congested periods and dynamically adjusting speed limits in anticipation of delays ahead. (I-66 is a pioneering route in this regard but other states are implementing similar strategies.)

The rare projects these days to add capacity typically involve construction of electronically tolled “express lanes”, as has happened on I-495 in Virginia, and will soon be happening on I-66. The tolls vary dynamically based on travel demand at a given time. Maryland has also added toll express lanes on I-95 north of Baltimore. Numerous other states are doing similar projects. While often dismissed as “Lexus Lanes” (or in our case, Porsche Lanes), dynamically-priced express lanes provide a less-congested choice for travelers who absolutely need to be somewhere at a specific time and value that more than the cost of the additional tolls.

The above, when all is said and done, have been incremental solutions that have not addressed the basic issues of transportation “supply and demand”. Demand has increased on our transportation network

much faster than capacity. Despite this, more people are driving and fewer people are using transit. In many cases, poor transit reliability has been to blame (ask anyone who used the Washington Metro until very recently), but even regions that have added or upgraded transit services have not always seen commensurate increases in transit use.

The Big Four Mobility Trends

But today, fundamental changes in mobility are taking place with the potential to alter our lifestyles even more than the advent of the Interstate system in 1950s and 1960s. Some believe these changes will even outpace those introduced by mass-produced automobiles with internal combustion engines in the early 20th Century.

The four major “technology trends” (as defined by McKinsey Consulting) together will change how we travel, how cities and regions will evolve, and potentially, when and how we use our Porsches. And critically, government agencies are no longer the main driver. They include the following.

Automation has been the marquee media attraction in recent years. But automated vehicles have been a concept for decades. GM has been broaching the concept since at least 1938 and the original Firebird prototypes in the early ‘60s were conceived as automated. But the concept tested in the later 20th Century involved high-speed, closely-spaced vehicles (cars and trucks) in dedicated traffic lanes, maximizing lane capacity on freeway corridors. The concept as we know it today is mainly focused on urban areas, ranging from automated mini-shuttle transit services (in operation now in Las Vegas, Dubai and a few other

*Above: Photo by
Dr. Ing. h.c. F.
Porsche AG.*

test sites) to the testing of fully automated, driverless cars.

Interestingly, you can thank our military-industrial complex for this. In 2004, the Defense Advanced Research Projects Agency (DARPA) was interested in automated vehicles that could drive through war zones in various environments, reducing the need for putting soldiers in harm's way. The DARPA Challenges in the mid-2000s attracted numerous university and research teams that developed vehicles that could operate without a driver for hundreds of miles in desert, or through urban test zones. Out of this, companies such as Google saw opportunities for driverless vehicles to allow the traveler to do other things with their time (such as clicking on ads and buying stuff using portable Internet devices). Other companies saw opportunities to automate public transit, thus reducing the need for unionized drivers.

Many of the researchers participating in DARPA Challenges thus ended up with Google and numerous start-up entities and electronic mapping companies. Behold the "Autonomous" (or driverless) vehicle, assuring safety through a phalanx of radar, LIDAR and visual sensors, and 3-D mapping technologies. Together they detect and visualize stationary elements such as pavement, curbs and lane markings, traffic signals and signs, and dynamic elements such as other vehicles, bicyclists, and pedestrians. They then attempt to implement safe vehicle operations through incorporating all this information into a series of complex artificial intelligence algorithms.

SAE has defined five levels of automation representing the path to Driverless Valhalla:

LEVEL 0: No Automation - The full-time performance by the human driver of all aspects of the dynamic driving task, even when "enhanced by warning or intervention systems".

LEVEL 1: Drive Assistance - The driving mode-specific execution by a driver assistance system of "either steering

or acceleration/deceleration" using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task.

LEVEL 2: Partial Automation - The driving mode-specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task.

LEVEL 3: Conditional Automation - The driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene

LEVEL 4: High Automation - The driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task even if a human driver does not respond appropriately to a request to intervene.

LEVEL 5: Full Automation - The driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task under all roadway and environmental conditions that can be managed by a human driver

The biggest challenge to automation is the endless amount of data needed and algorithms developed to simulate driver functions and reactions to the surrounding environment. Google has been far outpacing the traditional automakers, with its years or processing endless amounts of data, whether to troll computer users with their own preferences and Internet-surfing history, or to provide useful real-time traffic data and crowd-sourced information using quasi-social traffic information apps such as their Waze app.

Limited Level 1 automation features such as self-parking and automatically-triggered braking have been available for some time on many automobile models, and several Level 2 and even Level 3 features have been made available on the all-electric Teslas (including one involved in a notorious fatal collision with a truck). Porsche has boasted adaptive cruise control in recent models (sensing the distance to the vehicle ahead to control travel speeds) and has introduced an "InnoDrive" system on the Panamera that also utilizes GPS, road topography, speed limit data, weather and other inputs to control velocity, braking, and traction.

Shared Mobility is expanding beyond traditional public transit services to include smart phone application-dispatched ride services such as Uber and Lyft. In the late '00s, the Uber iPhone app helped inebriated

Below: Porsche unveils a one-off "Cayman eVolution" at an electric-vehicle conference in Stuttgart, featuring their 800-volt charge station.



California club-goers (and their friends for the evening) get home without driving, waiting for scarce taxis, or fumbling for cash. Since then the services have expanded into networks of vehicle owner-drivers throughout the world. Collectively these entrepreneurial initiatives have significantly disrupted the highly-regulated and protected taxi industry that had largely been operating in the same manner since the end of World War II. They have also disrupted the use of public transit services by enabling a self-scheduled “single-seat ride”, just like a personal vehicle. I have not yet used an “Uber Black” service, so I have yet to experience Uber Cayennes, Macans or Panameras in operation.

In addition, shared urban auto services (including Zipcar and the Mercedes-owned Car2Go) allow urban residents to use cars (on an hourly rate) if they need to, and leave them behind when done, again using smart phone apps to order and pay for these services. Bikesharing has already altered commutes for thousands of Washington residents. In these cases, government agencies have worked with the companies to facilitate use of these mobility options, through limited reserved parking at transit stations and allowances for bikeshare stands. Also, some transit agencies in the US have partnered with the above ride services providers to enable subsidized “last mile” access between transit routes (e.g., Metro stations) and residences, doctors’ offices or employers for those on limited or fixed income.

End result – fewer millennials in urban areas own cars or even have drivers’ licenses.

Connectivity. On one hand, connectivity is here already when you think about the information available to the average person using a smart phone. Thanks to companies such as Google, HERE and Inrix, and “511” services provided by Maryland and Virginia, color traffic data and even video feeds are available over the Internet and smart phone for free to anyone who wants it. And many cars now stream live traffic data on electronic satellite navigation maps (provided you pay for the options and the related services).

But true connectivity for vehicles has been another story. Over a decade ago, the U.S. Department of Transportation decided to focus much of its research on safety issues and “Vision Zero” (zero fatalities and zero delays). While the “zero delays” part is unlikely to happen in the Washington area, the “zero fatalities” part has been pursued by USDOT through a program now entitled “Connected Vehicles”, using wireless Vehicle-to-Infrastructure (V2I) and Vehicle-to-Vehicle (V2V) safety-oriented communications that provide collision warnings to vehicles or otherwise warn them of reduced speed limits in work zones or school zones, upcoming red lights, or other messages. Ostensibly it’s up to the driver or the car itself (through automated features) to respond.

Government long ago reserved a wide bandwidth of dedicated short-range communications (DSRC) radio frequencies in the 5.9 GHz range for states and localities to implement Wi-Fi like roadside communications networks to support V2I and V2V. But testing and development (including security) has been ongoing for over a decade, and when ready, the billions in public investment needed to implement such services nationally on all major urban streets and intercity roads is eye-watering.

Many mobile communications companies, in contrast, see this as a business opportunity, leveraging their ongoing development of broader-band “5G” wireless services into V2I, V2V and “vehicle-to-everything” (V2X) applications. Automakers, drivers, and even governments would become customers for these services with a minimum of their own investment but with possibly less control of the outcome.

Electrification. If Ferdinand Porsche had stopped 118 years ago and focused on production of the Lohner-Porsche, we could have all been driving electric vehicles and grandson Butzi’s legendary 911 would have sounded (and perhaps looked) much different today. But cheap fossil fuels and low-cost internal combustion engine technologies offset the relatively heavy and slow electric vehicles of the day. Even the elder Dr Porsche’s next car after the first Lohner-Porsche was a hybrid (gasoline engine plus electric motors, at least 11 decades prior to his namesake company’s introduction of the 918 and 919, along with hybrid Panameras and Cayennes). In the meantime, the hybrid Toyota Prius has become this century’s answer to the original Volkswagen Beetle, slow but ubiquitous and economical.

The specter of climate change has (despite significant doubt among certain high-level US politicians, media pundits and members of the public) deeply accelerated government policies in Europe, Japan and US to phase out fossil-fuel-based mobility. EU countries have set the 2030 to 2040 timeframe as the time in which all vehicles sold to the public or business are to be fully-electric-powered. In the US, Elon Musk’s Tesla brand has become the high-end go-to for electrified, high-performing luxury vehicles (recently introducing a new Cayman-sized coupe with sub-2-second 0-60 times). GM, Honda, and Nissan have introduced all-electric vehicles as well, and let’s not forget the handsome Mission E concept that Porsche has transitioned from the car show podium to production-level testing mode on the streets of Germany.

The main barriers to mass electrification of vehicles are cost, vehicle travel range (a 300 mile range is considered “the magic level”), time to recharge (3-minute charges being the goal), and battery weight (today, battery weight can easily add over 1000 pounds to vehicle weight). Five different electric charging connector standards exist today which complicates the

building of a network of “destination charging” facilities. For its part, Porsche has begun installing 350 kW, 800-volt charging pylons using European-standard CCS IEC Type 2 plugs, and both Tesla and competing automakers developing charge stations indicate they will provide multiple plug options (including the proprietary Tesla two-plug connector) so they are available to different electric vehicle makes.

But probably the most notable immediate impact of electrification on the world of Porsche is the retirement last year of its prototype 919 Hybrid from World Endurance Championship racing (after 3 straight WEC championships and LeMans victories), and the firm’s subsequent entry into fully-electric open-wheel Formula E racing starting in 2019.

What It Means

Combining all four trends leads to your electric driverless Uber-taxi dispatched and paid for with your smart phone app, silently taking you where you want to go whenever you want, without requiring your own car, parking space, or auto insurance. Or, your pizza, delivered by robot-car or even a robot itself (perhaps made up to look like Alex Ovechkin). Or, a platoon of tractor-trailers whizzing in their very own traffic lane, closely-spaced and separated from all the other tracking, rapidly delivering Amazon, eBay and Walmart goods between intermodal ports and warehouses without requiring bathroom stops, meals, or rest after 10 hours of driving. Or gas stations becoming replaced by electric rapid-charging stations, fed by a more robust electric grid. Or even electrified streets where vehicles recharge just by driving down them, just like those Qi chargers for the newest smart phones.

But what about the family of 5 (with all the kids playing soccer, hockey, baseball or combination thereof) living in South Riding about 12 miles from the nearest Orange Line station? Or the guy in Clifton with his 4 x 4 pickup truck and thriving remodeling business? Or the gal who likes to drive her Cayenne on back trails in the wilds of Northwest Virginia? Or how about people who live in smaller cities, economically-ravaged rural areas and farms? There were enough of them to heavily influence a Presidential election and counter prevailing international wisdom on various issues such as climate change.

Obviously one train of thought is generally held by numerous enthusiastic millennials living in \$3000-a-month, 300 square-foot big city flats that are walking distance to numerous soy latte cafes and restaurants offering pizza topped with hummus and fermented kale. Those young people are common in places like Washington, San Francisco, Boston and New York. I see them at young professional social gatherings in DC where I have served as mentor for several in the transportation profession. They ride bicycles, walk, use shared-mobility apps on their iPhone, and on rare oc-

casional, even use Metro. Many have never owned a car, and some don’t have licenses. It has not occurred to them to live in suburbia (or in some cases even get married). And they assume that in the future, no one else will either.

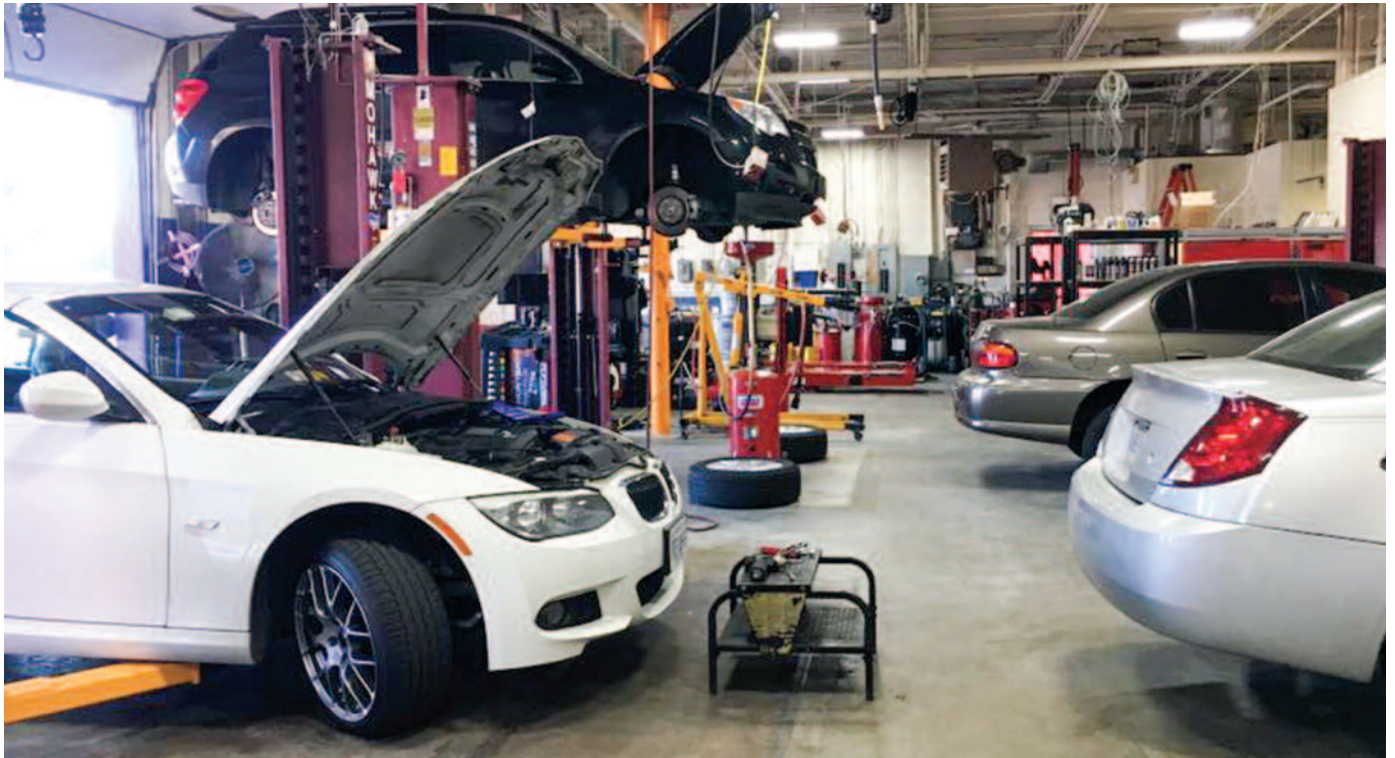
The other train of thought, held by the traditional automakers, is that cars of today will transition to electric power with autonomous safety and driving convenience features (in the manner of Tesla as well as legacy automakers like Mercedes and Audi incorporating Level 2 and 3 automation features into their vehicles). Many such as Ford, GM and Mercedes are of course hedging their bets by developing, investing in, or partnering with shared mobility companies. (Mercedes created “Car2Go” carsharing for example, and Ford is partnering with Lyft on developing driverless vehicles for ride services.)

In the meantime, BMW, Audi (meaning VW and Porsche have a piece of this) and Mercedes are joint partners in the ownership of HERE maps (which started as Navigation Technologies), which power the majority of both in-vehicle and aftermarket navigation systems in the world. HERE is, no surprise, investing heavily in vehicle automation and mapping systems for its customers. Intel has paid tens of billions for a company, Mobileye, that provides visualization technologies and algorithms for vehicle automation, and are partnered with HERE and various automakers to develop a common automated vehicle operational platform.

Not to be left in the dust, Porsche SE (51% shareholder of Volkswagen, owner of Porsche AG) in July 2017 purchased a company called PTV Group (very familiar to yours truly), a Karlsruhe, Germany firm that develops real-time traffic simulation and modeling systems being used to support both automation and shared mobility services.

In the end though, it has been the Google/Waymo brigade who have rapidly prototyped autonomous vehicles and related mapping and sensor systems using their substantial artificial intelligence knowledge, while the legacy automakers such as Ford, GM and Toyota are mainly testing their products carefully in closed facilities or test zones. Waymo has reported to the USDOT that they have completed 3.5 million miles of testing on public roads in the past decade, with over 2.5 billion autonomous miles under simulated conditions. Per a recent New York Times Magazine report, in 2016 Waymo logged over 635,000 autonomous miles in California alone, while Ford logged under 600 autonomous miles in the state. Fiat Chrysler has thrown its hat in with Waymo to construct their vehicles when the time comes to mass produce them.

Continued next month in Part 2...



Something's Not Right With My Car

39 Years ago Matt Curry determined that he and his wife Judy wanted to own and operate the auto service facility you should go to when the inevitable happens and you want it fixed correctly.

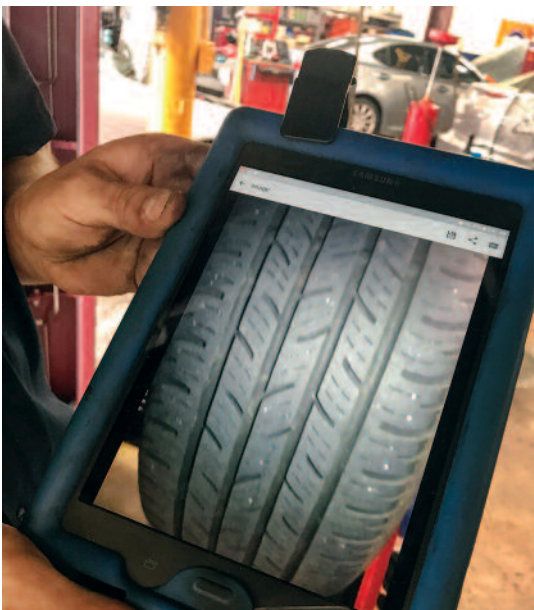
This fine notion expanded over the years into 10 shops in our region operating as Curry's Auto Service.

5 years ago Matt and Judy retired. Hearing this while touring Matt Curry's Craftsman Auto Care in Alexandria begged the question, what about retirement did Matt not understand? He and Judy surely looked happy and completely delighted to be back running their own operation after a short rest period. Just so as not to get bored, they are opening a second shop in Fairfax next month.

Article by Glenn Cowan. Photos by Judy Curry.

In touring the shop and meeting some of their 16 employees, most of whom are longstanding Curry technicians, it's understandable that they continue to like the work. The systems have changed over the years and they are especially pleased with the customer and vehicle intake process that uses electronic tablets to capture the initial vehicle inspection, provide a web based analysis the customer can access remotely and allow the customer to continually monitor the repair process.

They have built the business relying on customer referrals and working with PCA (Matt is a DE stalwart and advertiser in *dV*) and an active community program including sponsoring Cars and Coffee events and providing Car Club and military discounts.





Big Group, Nice Weather For Hershey Tour

*Story and photos
by Glenn N.
Havinoviski.*

A record 28 folks joined PCA Potomac's third annual drive to Hershey April 20-22 to attend the yearly Hershey Porsche-Only Swap Meet hosted by PCA Central Pennsylvania Region. The Friday drive took a completely new path this year, plotted by the author and Event Co-Leader Michael Dougher, who stepped up to single-handedly lead the group on Friday morning along with his navigator Darcy Driscoll. The author hurried back from a last-minute work engagement in Richmond to join the gang in Hershey.

The Hershey Tour has quickly developed into a Potomac PCA spring tradition as the season's first overnight Drive and Dine event. For a change of routine, the drive to Hershey this year took a more easterly, Interstate-avoiding route that traversed the hilly and lake-filled countryside northeast of Frederick, with stops in Westminster, MD for lunch at the fabulous Rocksalt Grille and in Red Lion, PA for ice cream at the homey Mack's Ice Cream by Wendy. Following ice cream, the group traveled along the shores of the Susquehanna, traversing an historic art deco bridge into Columbia, PA, and then wound through two covered bridges before the last stretch into Hershey. This year's entry into Hershey for the first time featured a caravan of fine Porsche vehicles and their proud owners and passengers from Potomac region, parading down the main north-south drag through the center of Hershey. Best of all - no rush hour congestion in Harrisburg to encounter!

In another first, the group stayed at the palatial Hotel Hershey, a wonderful venue from which to enjoy the weekend visit. Friday night was our traditional dinner at Fenicci's Italian restaurant, the oldest restaurant in Hershey. Many of us went back to enjoy a nightcap at the bar in the Hotel Hershey.

This year for the Swap Meet on Saturday morning, the weather remained clear (a bit cold early in the day), allowing the attendees to stay dry while admiring Porsche products, parts and clothes, along with Porsches of varying vintages and conditions (some on trailers) in the adjoining parking lot. Later that night the group enjoyed the traditional Saturday dinner at The Mill in Hershey, where the kitchen outdid itself and the restaurant provided excellent guitar-and-vocal entertainment.

A few folks headed on Sunday morning to the Antique Automobile Club of America (AACA) Museum to admire the various exhibits of unique and historic vehicles including their collection of four original Tucker Torpedos, several Edsels, early 70s muscle cars, and possibly the largest transit bus collection all shoehorned into the smallest possible space!



RallyMasters Rally

Story and photos
by Linda Davidson

My husband Craig and I have been the RallyMasters for PCA Potomac for 9 years. While we take a lot of pride in our program and the challenging rallies we plan for the club, it's also nice to be able to be a participant and see how other rallies are run. And that is how we have become addicted to Vintage Rallies.

Vintage Rallies is the brainchild of Jean and Richard Taylor. After driving in a Mille Miglia in Italy in 1991 for an article for *Town and Country*, they decided they could do that here in the states. Vintage Rallies was born! 26 years later and with over 100 events nationwide, Jean and Rich have raised over \$2 million for various North American charities.

Planning these rallies is a massive undertaking. In addition to the routes planned (there were 12 over the week), hotels and meals are also arranged. There are "wranglers" to assist with logistics and handling of all the luggage for the week, and mechanics and loaner cars "just in case" the unthinkable happens (and it always does!). Porsche used to be a sponsor and provided the loaner cars, but after they ended their sponsorship, Jean and Rich offered up their two Mazda Miatas for emergencies.

The parameters for entry are simple – vintage means 25 years or older, any make or model. Also included are "Exotics" – Porsche, Ferrari, Lamborghini, etc. The first two rallies we were in our 2000 911, but this time we had a NEW car – a 2017 911 (Guards Red...again... of course). With less than 5,000 miles on the odometer, we were itchy to get this thing going. This past week we set out on our third Vintage Rally, also known as the New England 1000. We started at the Mohonk Mountain House in New Paltz NY (Catskills), and in five days we would be back there to share our tales of the road with our fellow competitors.

THE CARS: The oldest cars in the pack were three 1952-53 Cunningham C-3s. These drivers were more than anxious to tell the Cunningham story, and very proud of the fact that, of the 35 that were originally produced, 33 were still up and running and would all be gathering at a reunion in Greenwich the following week. There were three Alfa Romeo's from 1959-1967; three historic Corvettes; five historic Ferrari's and three more contemporary ones; six Porsches; a Puma Gt; a Mercedes McLaren; an Audi R8; a Shelby mustang; a Fitch Corvair Sprint; and a 1971 Lamborghini Miura S. WOW!

THE PEOPLE: Most people either ship or trailer their rally cars. We only do rallies that we can drive to in one day, but practically every corner of the US was represented. Other than "locals" from New England, there were drivers from California, Florida, Kentucky, Ohio, Wisconsin, and Minnesota. But that previously mentioned Lambo was being driven by two British lawyers who live in the Cayman Islands. The car is licensed in Montana (no residency requirements) and lives in Florida, and all three flew in for their first Vintage Rally. Another entrant used to be an oil tanker captain who, when he retired to Maryland's Eastern Shore, bought three McDonald's franchises and raced Ferraris in his spare time. Now he and his financial advisor are tooling around in a 1965 Alfa Romeo Giulia Spider Veloce. Nice!

I wrote extensively of our first adventure with this group last summer, a 1000 mile drive through the mountains of Vermont and New Hampshire. We had no trouble mastering their method, and finished the week with a perfect score of ZERO!

Our second Vintage Rally started and ended at the Greenbrier in West Sulphur Springs WV. That drive wound its way through WV, Virginia, and North Carolina. Having been on multiple weekend outings to this area with PCA, we were much more familiar with the roads, and again came in with a perfect score of ZERO!





THE RALLY: Day One consisted of four stages totaling 269 miles that would take us to Newport RI. The first two stages were timed, which meant that we had a deadline based on our departure time -- 90 miles in 130 minutes, then another 45.3 miles in 70 minutes. We set out with the utmost confidence of achieving another perfect score, but local traffic was not cooperating. The roads wound through many small towns while twisting up and down the mountains on one-lane roads. We got stuck behind a utility truck towing a pickup truck, and there were few opportunities to pass, let alone enough room to pass two vehicles. This falls under the category of "Tough Nuggies" – traffic congestion, construction, mechanical breakdown, navigator error, or anything that affects only you.

We were losing precious time, so when we finally were able to get around, the navigator (ME) urged the driver (CRAIG) to hurry and make up time. Good husband that he is, and well trained in listening to his navigator, he put pedal to the metal and floored it! Unfortunately the NY State Policeman going in the opposite direction didn't understand our dilemma. He saw us a second before Craig saw him. Both hit their brakes simultaneously, us to slow down, he to turn around. Yup. Got us! First leg, first hour, first 50 miles... I REALLY wanted to tell him to hurry up writing the ticket, but somehow that didn't seem appropriate. He managed to detain us long enough to make sure we missed our first checkpoint on time. 500 points, first stage.

The second stage of the day took us to historic Washington, CT for lunch at the G.W.Tavern. Originally a home built in 1850, it is now a charming little restaurant where we all got a chance to catch our breath. We zeroed out this leg, but that's irrelevant now.

Third stage of the day took us to Portland, CT. Anyone who watches the Velocity Channel should recognize Wayne Carini and F40 Motorsports, and that's where we were, as was he. It was thrilling to meet him and see his awesome collection, plus get a tour of his shop. Truly one of the highlights of the week.

The final stage of the day was 81.7 miles to Newport, RI and our hotel on Goat Island. After a sumptuous Lobster feast for dinner, we all collapsed after an arduous day.

Day Two was a non-driving day, but many under 20-mile excursions were plotted out for those who wanted to do a little touring around Newport. One was the Ocean Drive, which is a 10-mile version of Pebble Beach's 17-mile drive. What we would call mansions, they affectionately call "cottages", mostly built in the gilded age of the early 1900's. We stopped to tour The Breakers, a historic 70 room residence of Cornelius Vanderbilt II, before heading back to the marina for our afternoon adventure. Jean and Rich had arranged for us to take a two-hour cruise around Newport Bay on a 12-meter America's Cup yacht. Our boat, American Eagle, was once owned and sailed



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by Ted Turner. And although the only rain of the week fell while we were sailing, it was still an unforgettable experience.

Day Three would be three timed legs totaling 200.3 miles. The first stage, 58.3 miles in 90 minutes, would take us to Mystic Seaport, CT. We arrived at the checkpoint early, so we sat and waited for our check-in time. The goal is for the front bumper of your car to cross the line at your exact time. Just as we were getting ready, another competitor decides to stand right in front of the checkpoint talking to the person manning the stopwatch. Craig and I are looking at this guy screaming for him to get out of the way, when I realized we only had three seconds left! Craig floors the gas, putting me in the back seat, then slams on the brakes as we cross the finish line, putting me into the dashboard! Everything loose in the car went flying, but we hit our time, and thankfully NOT the idiot in our way. Way too much stress...

The next stage was another 52.7 miles, 80 minutes to complete. Once again we encountered "Tough Nuggies" with slow traffic, school buses, and local police "observing" the parade of exotic (and usually fast) cars passing by. Time was ticking, and again we had to push to get to the checkpoint on time. Hurry, hurry, hurry, and we arrive ...ONE SECOND EARLY!! Another point.

It's now almost 3:00 pm, and the final stage of the day was an arduous 89.3 miles, 130 minutes. All was going well, until driver (Craig) zoned out of listening to his navigator (Me), and almost missed a turn. When I screamed "TURN RIGHT HERE" he yanked the steering wheel so hard everything in the car not tied down went flying again! My water bottle flew out of our specially designed cup holder (which will NEVER be used again) into Craig's knee, and for the duration of the drive I was sure I had dislocated a rib! Tomorrow was our 37th Anniversary, and right now 38 looked doubtful! Somehow we arrived only five minutes late to our final destination of the day, the



Historic Cranwell Resort in Lenox, MA. Fortunately all our luggage is taken care of, because when I asked how we got to our room on the third floor, I was told "Take the stairs, then take the stairs". Huh? First flight was a grand winding staircase; the second was barely wide enough for humans! But our room was a massive suite with an incredible view of the mountains, definitely worth the climb.

Day Four, the final push to return to New Paltz, consisted of two timed stages before lunch, one 77.7 miles (110 minutes) and another 89.1 miles (130 minutes). This would bring us to The Beekman Arms in Rhinebeck, NY, billed as the oldest inn in America. We zeroed both legs. The last drive would take us back to Mohonk Mountain House. On the map it was only 59 miles away, but the planned route was a scenic 99.5 miles up down and around the mountains. We made it, car made it, and I think our marriage made it too! Only car that didn't – the \$2 million Lambo, whose drivers crossed the finish line in (wait for it...) a MIATA!

The final night we were treated to a delicious banquet while awards were presented. Just like today's Little League, everyone gets a trophy! It was acknowledged that this was the highest scoring rally they had ever put on, and that this was the first time Craig and I had ever scored a point. Of the 35 cars participating, only one came in with all perfect scores, where there are usually 5-10 with all zeroes. Doesn't matter. It's all about the drive.

BY THE NUMBERS: Over 7 days we drove 1,477 miles door to door. Car consumed 65.48 gallons of gas, getting an average 22.56 mpg (compared to 23.16 mpg we got in the 2000 Carrera on last year's New England rally). While we did zero out 4 of the 7 timed stages, I hate to admit our final score was 836. Next adventure -- same time next year.



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True Value

As Porsche owners, we have made the decision to step up to the plate, grab the bat and knock one out of the ballpark. Most reading this have struck a big check or financed a big nut for their pride of ownership in one of the most iconic automotive brands. We went down our checklist of must-have options, made smoke come from the Porsche configurator in our interior and exterior decision-making joy, or we did our homework in diligently picking out our pre-owned beauty. Into our possession, our dream car cometh, and we are now officially Porsche owners. Many of you have been loyally doing this over and over for years.

I have weekly conversations with a great Porsche friend and a PCA member for over 40 years. I've brought up the thought of how much of what we buy, we actually get to use and where exactly the true value comes from? I'll give you a little example. If your Porsche is a reasonably recent model, you know that your vehicle has been developed with endless amounts of functional code. Windows up, windows down, lock the doors, move the seat, check the tire pressures, show the speed limit on the NAV screen, make me warm, cool, hello Apple Play! There are hundreds of functions and you paid for every last one. So, how many do you use? The answer is - the ones you want.

Here's another try. As with many cars, your Porsche is equipped with a plethora of safety features. Some like flashers, blinkers, warning buzzers and such, will find their way into your day today. But bumpers, crumples zones, seat belts, and lots of airbags will (hopefully) more than likely never be used. All of these things and their engineering cost a bunch of money.

Okay, so if Porsche stands for anything it's performance! Now that's something we're all going to use and liberally, right? I mean we didn't buy one of the pinnacles of motorsport to simply say "look at me, I'm in a Porsche" - did we? No sir-ry! Throw me a corner; let me rip zero to sixty with eye blistering amazement; and then send the speedo past 100, rocketing to 150 mph, 160, 170, 180. Oh, you say you have a Turbo Carrera? So you're on to 190, 200, heck, 210 is no problem - yeah baby!

Okay, okay, so let me ask. Have you driven your Porsche over 100mph? How about 125mph, or better yet, 150mph? The slowest new Porsche you can buy is a base Macan, the top speed of which is listed at 142mph. That's the slow one! Recently I was watching a video with onboard telemetry of the new 2019 GT3RS doing its sub-7 minute lap of the Nordschleife. As I watched this beast eat up the tarmac, I wanted to

see what its top speed would be at the two fastest parts of the 12.90-mile circuit, the main one being the almost two-mile long Döttinger Höhe. As the RS's speedometer crept through its last kilometer per hour, it hit 286kph for just a moment which equals just 177mph. Now I say "just", because the top speed listed for the \$200,000 lizard green monster, is actually 193mph. That's 16 mph that Porsche didn't even get to use on a straight nearly as long a Summit Point. Part of the reason why is that it takes a lot of down-force, in this case, "wing" to make it quickly through the full circuit's well-over-100 turns. But still, if Porsche didn't use it there, where will anyone use it?

Porsche cars really stop too! They have great brakes - ones that are designed to stop your car over and over and over, from high speeds at the race track. Some of you track timers undoubtedly get something close to your money's worth out of the three levels of brakes they offer. But the lion's share of us will never even remotely come close to the limits of Porsche's most basic brakes. If they weren't painted red or yellow, most street drivers wouldn't be able to tell the basic ones from the upgraded ones. But more of us buy the upgraded brakes anyway.

Launch control is another good one. As mentioned in my Porsche Playground story from April of this year, I wrote about the half-dozen launches I did in the new GT3 and its capability of doing this over and over without failure. It's great fun, but I did ask myself, how often, if ever, will the greater majority of Porsche owners, stop their car, put on your brake, then plant the throttle on the floor, watch the tach bouncing off the rev limiter, then let off the brake - like shooting yourself out of the canon? You paid good money for that feature and you owe it to yourself to have a big helping of acceleration, don't you? But the overwhelming majority of us will never do this. At most this will be reduced to spirited highway entrance ramp runs.

Alright, so it's the weekend, or maybe even after work, in any event, it's time to drive. You find yourself approaching your Porsche and there's a feeling that comes over you. It's the kind of feeling you don't quite get when you are approaching a Chevy. A little voice is saying, "that's mine" and the car is saying, "I'm yours". It's as if somehow the car is happy to see you. You think to yourself, I own this, AND HEY I'm also PCA member! Well then, remember this - the true value may be in the motto - It's about the people! Porsche owning people that is!

But, if you are feeling a bit cheated, there are always Autocross and DE classes waiting for you!

*Story by Tom
Neel*

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The Executive Committee of PCA Potomac is pleased to add the Erin Levitas Foundation to its primary charitable recipients, in addition to our existing charities, Stafford Junction and Meals on Wheels of Jefferson County. Monies collected during our “Charity Laps” at various track events, late fees collected during Tech sessions and monies donated directly from our PCA finances are distributed among these three charities throughout the year.

Erin Levitas was the daughter of long-time PCA member, Michael Levitas, a professional race-car driver, active in PCA Club Racing and owner of one of our PCA sponsors, TPC Racing. Erin passed away on January 16, 2016 from a rare form of cancer called Ewing’s Sarcoma. She was about to enter law school with the goal of advocating for victims of sexual assault and working towards educating young females on the prevention of sexual assault.

The Erin Levitas Foundation envisions a future with education for youth and young adults to prevent sexual assault and help victims of sexual assault heal.

The Erin Levitas Initiative for Sexual Assault Prevention at the University of Maryland Francis King Carey School of Law focuses on education as a means of prevention with youth and young adults in school, while working to clear stigmas and give individuals the tools to speak openly and move past their assault.

The Soul Empowerment Program at her alma mater, St. Timothy’s School, helps students with a wide range of issues related to girls’ and women’s mental, physical and emotional health and wellness.

The Erin Levitas Foundation’s administrative costs are fully funded for perpetuity. This means that 100% of our Club’s donations go directly to support its programming.

Personally, as a woman who attended and teaches at an all-female high school, education on healthy and unhealthy relationships and prevention strategies for sexual assault are essential tools for young women in today’s world. I firmly believe that, as so perfectly stated by the OneLove Foundation, that “when young adults are educated and empowered to affect change in the communities”, abuse is an epidemic that can be stopped. The high-profile domestic assault murder of our alumna, Yeardley Love, impacted our school and community greatly and it is with the same desire for education and change that the Erin Levitas Foundation will continue this important task. I am thrilled that the Board voted to bring this foundation as one of our charitable recipients.

To learn more about or donate directly to the Erin Levitas Foundation, go to <https://erinlevitas.org/>. Please note PCA Potomac in the “joint donor” field so they recognize the power of PCA Potomac!



May 2018 new Potomac members

New Members

Scott Baer - 2010 911 Targa 4 -
from Arlington

Greg Barnes - 2018 718 Cay-
man S - from Hyattsville

Robert Benjamin - 2015 Cay-
man - from Alexandria

Orlando Cabrera - 2017 718
Boxster - from Arlington

Dana Carlson - 2011 Cayman S
- from Alexandria

Steven Catapano - 2016 Boxster
Spyder - from Bethesda -
transfer from Schattenbaum

Ed Concepcion - 2000 Boxster
- from Reston

Michael Cosgrove - 2018 911
Carrera - from Lexington
Park

Kurt Eckerstrom - 2016 Boxster
Spyder - from Germantown

Kimball Ferguson - 2011 911
Carrera S Coupe - from
Broadlands

Dan Frohman - 1964 356
Coupe - from Ashburn

Bil Garner - 2001 Boxster S -
from Rockville

Tom Hipschman - 2007 911
Carrera 4S - from Gaithers-
burg - transfer from Maver-
ick

Frederik Jacobsen - 2014 911
Carrera Coupe - from
Bethesda

Edward Jones - 2018 911 Car-
rera GTS Coupe - from Saint
Charles

Philip Jones - 1987 911 Carrera
- from Vienna

Salim Khoury - 2018 911 Car-
rera - from Arlington

Colin Kimpel - 2018 Panamera
4 E-Hybrid - from Bethesda

Pat Loew - 2018 718 Boxster S
- from Stafford

Michael Lorino - 2018 911 Car-
rera GTS Coupe - from
Alexandria

Jeff Lyons - 2000 911 Carrera
Cabriolet - from Falmouth

Charles Onstott - 2013 Boxster
- from Aldie

John Ross - 1997 911 Carrera
Cabriolet - from North Po-
tomac

Jeff Sander - 2005 Boxster S -
from Herndon

David Scibelli - 1964 356
Coupe - from Walkersville

Nathan Sheers - 2017 Panam-
era Turbo - from McLean

Tim Smith - 2015 911 Carrera
Coupe - from Potomac Falls

Jeffrey Sweet - 2004 911 Car-
rera - from Herndon

David Welch - 2017 911 Turbo
S - from Alexandria

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June 2018 Potomac anniversaries

Anniversaries

50 Years

Kenneth & Suzanne Hintz

25 Years

John Squire

20 Years

William & Marcie Calcagno

Robert & Vicki Hastie

Guy & Norma Samuel

15 Years

Darrell & Dane Carlisle

Gunther & Charlotte Imer

Stephen & Lynn MacKellar

10 Years

Ted Andersson & Anne Engen

Eric Eisen

Mark Fortune

Eric Lee

John Sheil & Serena Curry

5 Years

Kenneth Becker

Sidney & Sherrie Beckstead

James Bonfils

Garrett Chang & Tad Doyle

Ken & Beth Corbin

Mark & Kurt Gessler

Paul & Cathy Heilig

Brandon & Christina Jones

Carol & Joseph Jones

Glen Macwhirter & Joan Griffith

Rajive & Ashwin Mathur

Keith & Maryellen Noreika

Berk Shervin

Thomas Wasilewski



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 re-size 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: Members drive to Hershey for the swap meet. Photo by Glenn Havinoviski.

Below: The members enjoy dinner in Hershey as part of the Drive and Dine event.





Left: Melissa Larkin, Faisal Choudhary, Phil Boughton

Below: Katie Del Rosario, Nicole Del Rosario, Kenny Schwinn





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