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Cover photo: Jamie Carlos looks in wonder at a GT3RS on her visit to the home of Porsche. Photo by Andrea Carlos. Story on page 10.



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der Vorgänger

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of the Founders' Region, Potomac,
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Autonomous

Porsche's CEO Oliver Blume has been widely quoted as saying that Porsche will not develop autonomous automobiles stating that customers wanted "to drive a Porsche by oneself".

He may be right depending on how Porsche owners answer the question – how frequently do you take your car for a drive? Which is very different of course from how often do you drive your car?

The soul of Porsche is in its sports cars and I am fairly confident that most Porsche two door drivers take their cars out for a drive frequently enough to constitute one of their life activities, like golf, or reading, or any other hobby. The more serious take their cars out for competitive drives on tracks and autocross courses or in rallies.

Unfortunately, although the soul of Porsche is in its sports cars, the more tangible life fluids of the company are in its four door products. Without them, Porsche couldn't afford to build sports cars. And I'm guessing that four door Porsche owners don't take their cars out for drives much – if ever. They own Porsches for different reasons and it's easy to imagine these owners demanding an autonomous Porsche. The technology is going to be superb. Speed limits on autonomous lanes or highways will be higher. Accidents will be minimized; insurance less costly,



Glenn Cowan



Michael Sherman

Time in a luxurious self-drive Porsche can be dedicated to all manner of productive or social activities instead of the often tedious task of driving.

I can't see Porsche not succumbing to this demand in order to save the company. You disagree? Think 928 whose early adopter complexity and luxury are of nothing compared to the least expensive Boxster on offer today. Need I say water cooled or, more analogous to the current challenge, PDK?

Much of this concern will have only modest impacts on current and near future Porsche drivers. This new technological industrial revolution is going to take massive infrastructure and manufacturing investment and enough time that most members of PCA Potomac won't be affected in any practical way. The magic of Porsche we have enjoyed probably won't pass to the next generation but frankly, it appears that they have already passed judgement on the frivolousness of the current automobile and won't miss what we so prize in a car.

So, what's to be done? Take your car for a drive.

– Glenn

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Congratulations

It is hard to believe that we are well into another calendar year, which means that we are that much closer to bringing our cars out of their stables and running them either at our home track (Summit Point), or at another track, or even just around town wherever that may be. By the time you receive this issue of dV, you will have either attended or missed our Annual Volunteer Awards Dinner. We held the event this year at Maggiano's Little Italy located in Tysons Corner. The fellowship, friendship and food reminded me yet again that our club is not just about the cars, it is about the people.

As we welcome warmer longer days, please join me in offering hardy congratulations to our members who received awards. John Vrankovich was recognized as our Enthusiast of the Year. Also, (in alphabetical order) each of Annabelle Alvi (our Social Chair), Alan Herod (our outgoing DE Chair) and Fred Pfeiffer (our Club Race Chair) received a President's Award. In addition, the Driver's Education Program Chairs selected Susan Kimmit as our Instructor of the Year. We also recognized the unwavering support of the numerous other volunteers and sponsors without whom we would not be able to thrive.

Also, please join me in extending heartfelt congratulations to all of the other recipients of awards. Although I choose not to name either our individual volunteers or sponsors in order not to minimize their collective support, please rest assured and know



Howard Hill

how greatly I appreciate all that our volunteers and sponsors do for our Club.

I would be remiss if I were not to mention the joy it is to have this column to express my gratefulness for being associated with such a wonderful group of people. I can honestly say that I have learned a lot, have tried to be safe, and have had more fun than I ever imagined when first becoming a member of the Club. I vividly recall thinking that I am not the type to join a club, but I have enjoyed each and every one of my experiences with Porsche Club of America from participating in driving events such as Autocross, Drive and Dine, and Driver's Education to being a flagger at a Club Race. Even the numerous meeting behind the scenes which I have attended as your President have been nothing short of enjoyable. Please know how greatly I appreciate this Presidency and feel free to write us at dveditor@pcapotomac.org with comments, concerns and/or questions. We are looking to have a section of dV dedicated to Letters to the Editors.



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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.

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.

19 Potomac's Open board meeting.

19 Tech inspection for Summit Point. 9:30am – 1pm.

April


1 Instructors & Candidates DE Summit Point Main. 6:30am – 5pm.

2 Summit Point Main DE. 6:30am – 5pm.

2 Potomac's Wine Bootcamp Drive & Dine to Little Washington Winery. Manassas Battlefield Visitors Center. 9am – 3:30pm.

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

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



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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.



My Trip To The Land Of Porsche

Story by Jamie Carlos (age 10)

Photos by the Carlos family

My dad has always loved Porsche 911s and one of his bucket list items was driving one in Germany. So on our trip late last year to Germany we rented a 911 and drove it the way it should be driven. Even though we do have a 991 Carrera at home my dad had never experience its full potential except once on a race track. Right when we got off the plane at the airport in Stuttgart, we went straight to the Porsche Museum and Factory and just looked around at the cafe and looked in the stores. The bus stop sign said "Porsche" right on it; we were in Porsche country.

The next day we rented a Porsche 911 Carrera Targa 4 GTS. Our plan was to drive our 911 all around South Germany. We rented the car and were so excited to drive, we wanted to go really fast on the autobahn - I am sure most of you know there are areas with no speed limit on the autobahn. After packing up the car and talking to the Porsche Drive Adviser we decided to follow one of their suggested routes. But... after driving just a little bit -

and my dad having way too much fun with the launch control on the Porsche - we got lost and decided to just go where the Porsche would take us.

We drove for about an hour on the autobahn and on empty country roads. Like I said earlier, we had so much fun using launch control and going really fast, the feeling that I got was like going down a big hill on a roller coaster. We stopped at one of those sight seeing places and looked at the beautiful trees and talked about where we wanted to go next. My dad also explained to me how our Targa went from a coupe to a convertible, and just to show me how strong the Targa bar was my dad made me and my sister sit on it for a picture. As you can see, my sister was amazed by how the Targa top worked.

While we were driving we saw this amazing bridge named Kochertal Viaduct or in German Kochertalbrücke. It made an



amazing second stop so we decided to stop at the bottom of the bridge and take a picture.

One of the things that I noticed about the difference between a Targa and a Coupe is how loud the engine and the exhaust is at full throttle, especially at the back.

After 2 hours of driving we decided to stop somewhere in the black forest and take more photos, with the beautiful fall leaves in the background. This time it was my turn taking a picture of my parents on this romantic road. One thing that I learned from this experience is that driving a Porsche isn't just a drive, it's a way of bringing us closer together as a family.

Later on we ended up in Baden-Baden where we stayed overnight. The next morning we decided to continue our journey. While driving around I noticed a castle ruin at the top of a mountain. It was not on the map so I decided to ask my dad if we could check it out. At this point my dad was just looking for a reason to drive our 911 longer – especially on windy roads where the Porsche can show how well it handles. So we went up there on gravel pavement – thank goodness that the 911 has PTM. When we got up there we saw that the castle's name was Hohenbaden and it was built in 1102. It served as the homes of the margraves until the 15th century. My sister asked: does the owner have a Porsche? My mom explained that the owner proba-





bly did not have one as the castle was actually destroyed by a fire in 1599. It was over two centuries later, in 1830, that the ruins were stabilized during the craze for romantic castle ruins and so we were able to just walk around in it and pretend to live there.

After a few more spontaneous spots along our route back to the Porsche Museum (a lake, Schloss Favorite, a farm) we finally got back and returned our car at the Porsche Museum. We were starving! So guess what's on the menu, more Porsche stuff, *yeah!* I got the Panamera-pasta, and boy was it good! Afterwards we met up with my mom's cousin who lives near the Porsche Museum and we toured the museum.

The museum was so cool! I was so excited to see Sally Carrera, the real car they used for the "Cars" movies. She was my favorite in the cars movies because she was a Porsche. She was actually a 2002 996-series Porsche 911 Carrera. It was so cool to see how the creators of this car put on all the unique features, like the eyes and the mouth. I didn't even know that the real Sally Carrera was in Stuttgart, Germany in the Porsche Museum, I thought the people who created the "Cars" movies would keep it. Now I really wonder if Sally Carrera is going to be in Cars 3 in 2017?!

We also saw a Porsche 918 in Martini livery. Is this the one that was driven in the 24 hour of Le Mans? I saw this car on the internet a lot of times when I watched car shows with my dad, but I never

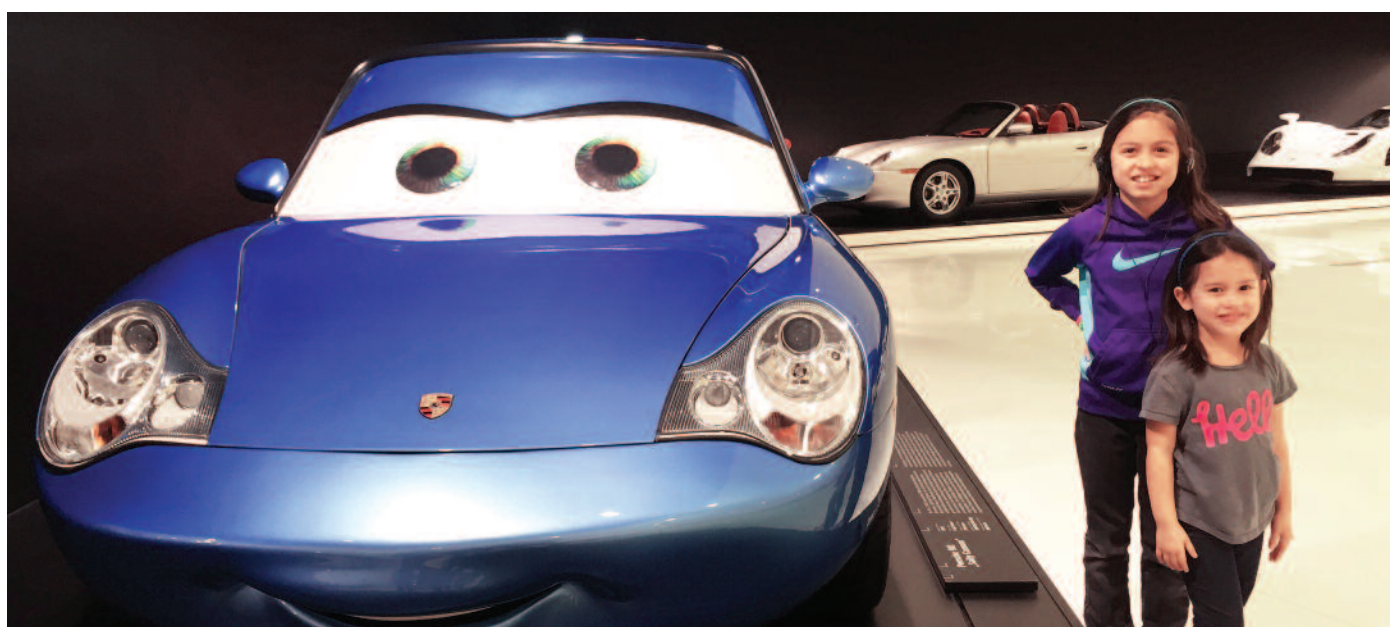


Opposite top: The 911 Targa 4 GTS has no shortage of badging on the rear.

Opposite bottom: Posing while also testing the advertised strength of the Targa bar.

Left: There is no shortage of castles to visit in Germany.

Below: "Sally" from the movie "Cars".



thought that I would see it in real life. The tag on the car reminded me though that we were in the land of the Porsche, in Germany.

Another car that really surprised me was the “Polizei car”. For sure, I would not want to be chased by one of these! I really like the shape of the car and how the hood looks so much bigger than the rest of the car. Just wondering - how do they fit bad guys in the back? Certainly this car is probably one of the fastest police cars on the road. The funny thing was that my mom told me that growing up in Germany she actually remembers that a police offi-

cer really did drive one. For chasing down people across the autobahn!

That was definitely an awesome trip and I wish we can go back again soon. But, for now I’m going to take a ride in our own 911 back here in Maryland.





Opposite page left:
The 918 in Martini
livery.

Above: The 911 Po-
lice car was surpris-
ing!

Left: Posing for a
snapshot in front of
the Carrera GT.



PCA Potomac Annual Volunteer and Awards Dinner

Story and photos by Mia Walsh

February 6th, 2016 was the date for PCA Potomac's Annual Volunteer and Awards dinner, held at Maggiano's Little Italy in Tyson's Corner, VA. Over 165 members and sponsors attended this year – a record! News of the great food, off-season camaradery and general antics must have spread through our membership this year and the sell-out event was a knock-out!

President, Howard Hill, thanked all of the volunteers that make PCA Potomac the best in the country. With over 100 events held throughout the year, our club has something for everyone. Though each volunteer is an integral part of the success we share, several individuals were given awards for going over and above for our club.

The President awarded three special volunteers the President's Award:

1. Fred Pfeiffer: Fred joined PCA in 2003 and is an avid vintage car racer and Drive and Dine participant. He has been chair or co-chair of Potomac's Club race for the last 5 years and

will lead us through our 25th Silver Anniversary of the Club Race in 2016. Fred's dedication to the club, especially his paramount work in Club Racing, lead him to be recognized for his excellent leadership and organization an event pulling together 115 racers, 100 volunteers, sponsors and national scrutineers, always receiving "excellent" status through National.

2. Annabelle Alvi: Annabelle joined PCA in 2011 and is a true fanatic of Porsche. An owner of 5 different cars, she has over participated in over 81 track days, 4 auto cross events and 17 skid pad sessions in the past few years. As Social Chair, Annabelle makes sure everyone in the club has a good time when the track goes cold! In 2015 alone, she planned and coordinated the following events:

- The very successful 60th Anniversary Celebration in 2015 at Lansdowne Resort;
- the large BBQ's and banquets for Club Race and PorscheFest at Summit Point, as well as the Banquet dinner at Watkins Glen each year;

Cheers to our Volunteers and Sponsors!

- Instructor training lunches and HPDC's;
- New Member breakfasts and Open Board meetings;
- annual Holiday Party at Clydes; and
- the event on February 6th - the Volunteer and Awards Dinner at Maggiano's!

3. Alan Herod: Alan joined PCA in 1996 and was awarded the 2003 Instructor of the Year for our Club. He held leadership positions in the DE program for well over a decade with roles including Instructor, Mentor, Eval Instructor, Chief Instructor and DE Chair, a position which he relinquished at the end of 2015. Alan's years of dedication awarded him not only the President's Award, but was voted to receive free DE registration for the rest of his life! Alan will be remembered for bringing the DE program to the high standards which it holds today.

The idea of the Enthusiast of the Year award was conceived of by Tom and Pat Walker in 1990, when Tom was Potomac's President. The concept of the award was to recognize the Potomac Region people who had in effect, participated in more region events than anyone else during the past year, and had given service to the club for many years. This year's winner, John Vrankovich, epitomizes the concept that the Walkers wanted to recognize. Since joining in 2009, John has not only been an avid volunteer (currently holding the Tech Director position), but participates in every club program across the board. He is an instructor and driver in DE, an autocross champion and record holder, attends the New Member breakfasts and Open Board meetings, is a recurring guest at the holiday parties, picnics and barbecues and spends his "free" weekends helping people get their cars together for the track or the road.

Each year, the DE Program Chairs select an honored Instructor of the Year. These instructors go over and above the normal volunteer efforts of a "regular" DE instructor. This year's winner, Susan Kimmitt, has been a PCA member since 1984. She became an instructor in the DE program in 1987 and has participated in PCA Club Racing from 1993-2007. She attends all of the PCA Potomac DE programs and regularly has more than one student at each! She also serves as an instructor-trainee mentor and evaluation instructor for promotions within the DE program for the Chief Instructors. Her students regularly acclaim her the "best instructor" they have ever had! Congratulations, Susan, for this spectacular accomplishment!

Sponsors: PCA Potomac recognized the following sponsors who made our events possible in 2015. These sponsors received award plaques recognizing their contributions to the Club. For those not in attendance, new Sponsor Chair, Scott Bresnahan, will deliver their plaques and introduce himself to these wonderful companies that support our events and programs.



DE and Club Race program flaggers and flagging captains, Bob Cage and Mark Hillyer, pose with Jackie Cage. Flaggers are an integral part of our DE program!



*Cheers to the PCA Potomac Club Volunteers and the people that support them!
Pat Kaunitz, Karl Macklin, Collin Mechler, Anisa Mechler*

Continued on page 19...



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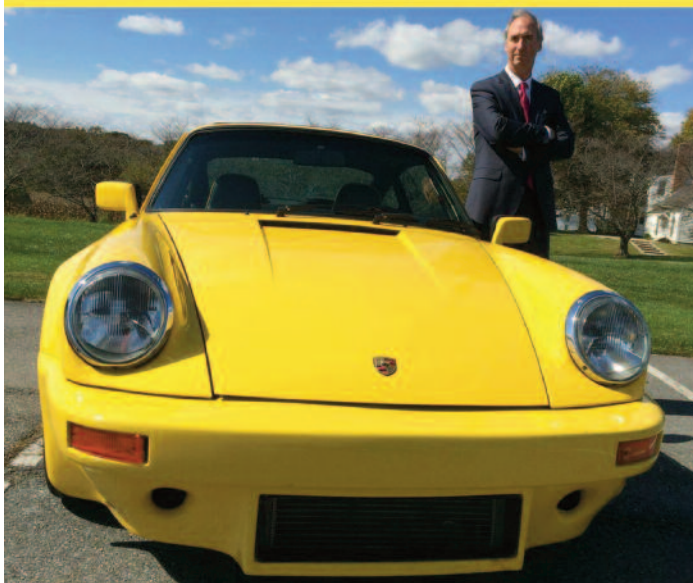
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It's not the cars, it's the people! Betsy Vrankovich, Dunja Baker, Mia Walsh, John Vrankovich, Gary Baker and Michael Kaunitz



Annabelle Alvi received the President's Award for her ongoing work as the Social Chair for Potomac. David Dean presented her with the award.



I Take My Car To A Car Wash

Story and photo by Glenn Cowan

I take my car to a carwash. No, not my wife's car - I take my new all black Boxster GTS to a carwash. I'm not talking occasionally; I have an unlimited monthly pass to our local brushless establishment so I can take it in several times a week if needs be.

I know it's supposed to be terrible for my state of the art clear coat finish. I don't buy it. For almost 30 years I hand washed and dried all kinds of sports cars including nine Porsches. After my twice weekly obeisance to the hand wash deity, my car would have more swirl marks and other such than I ever see after the car is dried by those spectacular force 10 blowers at the car wash.

Also, did I mention that my car is black? Ten minutes after being clean it is well on its way to being visibly dirty. So who cares if there are a few fine grit lines here and there that can be seen from certain angles or only with the aid of a magnifying lens? I sure don't. Moreover, my car looks pretty good more of the time than if I washed it myself.

Did I mention that I don't have a garage? Given that there is nothing I can do to protect the car from the elements (no, I'm not covering it every day) it is going to get actually dirty in two or three days (sometimes hours) so why be fanatical about hand washing?

I also get my car detailed once a year but I'm not certain why. I'm constantly worrying with keeping the wheels, tires, glass, leather, floor mats, and random rubber clean and shiny so I don't know why I go through the annual detail ritual.

To keep the long term value in your car, tradition dictates that the finish can only be maintained through a regimen of laborious hand washing, waxing and detailing. Maybe – but this car is leased.



I Don't Take My Car To A Car Wash

Story and photo by Michael Sherman

Free time is precious, and the two hours it takes to wash my car isn't something I take lightly. I take an hour just to wash the wheels, then another hour for the paint. My garage should really have an entire wing dedicated to my car care products, from micro fiber towels to buckets to sprays and chemicals of every kind. Once I even floated the idea of purchasing a water softener specifically to reduce the minerality of the water I use to wash my car (softer bath towels might be a bonus side effect, but really it was about hard water spots).

Why? Well, washing my own car does a few things for me. First off, it's relaxing. It's like mowing the lawn but without the need for hearing protection. It allows me to focus on one thing, eschew the cares of the world for a couple of hours, and have something that looks better afterwards.

Secondly, it gives me the entire control of making sure my prize possession looks how I want it to look. One day I discov-

ered what paint swirls were, and ever since then it's been a constant battle against the micro dust – always on its own mission to get between the paint and the towel, just scratching the clear coat enough to add up and cause nice patterns in just the right light. I want to make sure that I keep my paint looking as good as I can for as long as I can. It doesn't mean it's perfect. Things always happen. But I'm doing my best to keep the paint perfect as long as possible. Porsche paint is soft, by the way.

Washing my own car also gives me a chance to really go over every part of my car and make sure everything is in good order. My trim pieces are cleaned, the wheel wells are inspected, the lug nuts on the wheels are detailed as best as humanly possible (I will not admit to using Q-tips), and any new rock chips or scratches are immediately identified and fixed. When I'm done washing, claying, polishing if necessary, and waxing, it gives me pride that I have cared for my own vehicle.

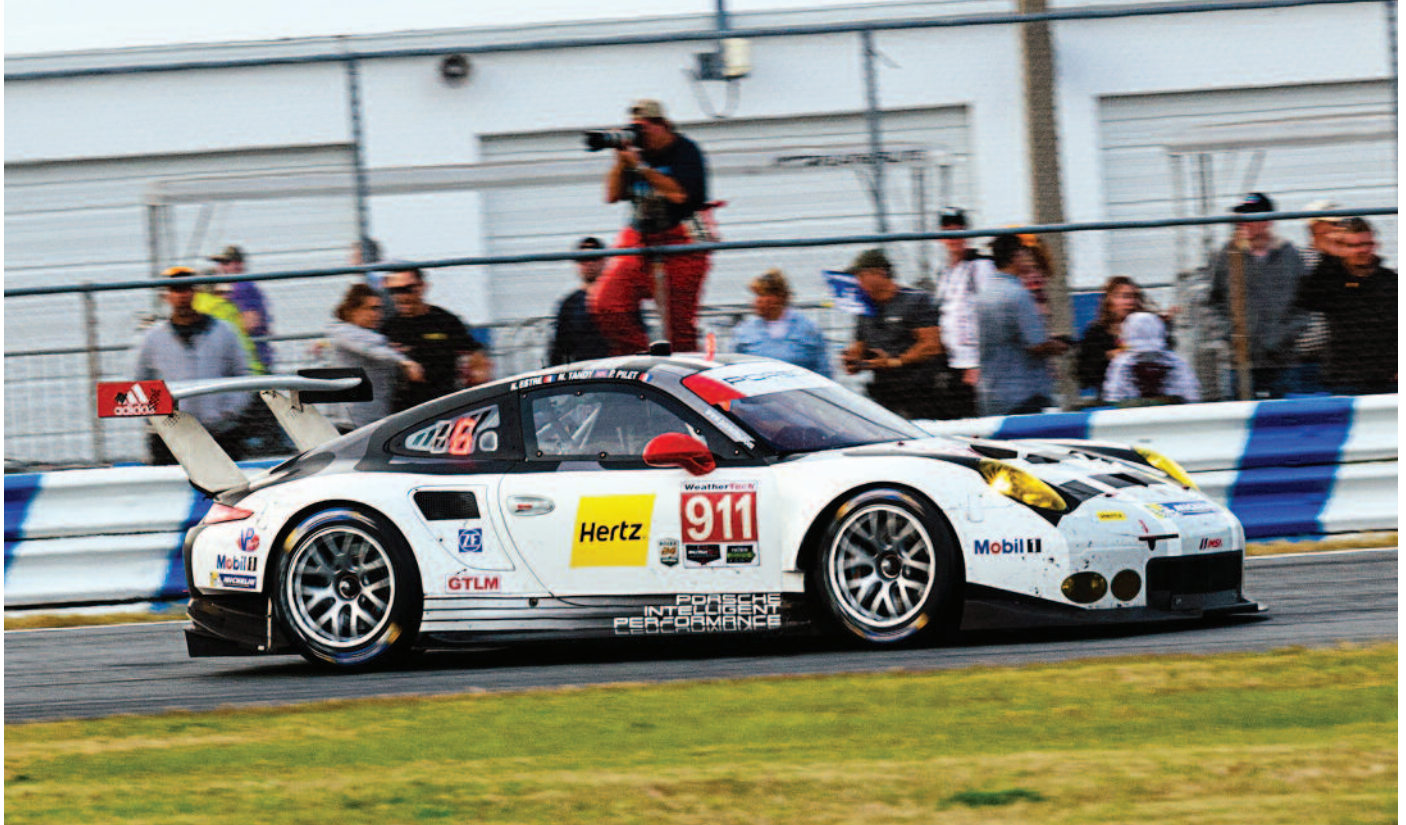
PORSCHE



Rolex 24 Hours

Photos by Ken Marks





“I attended the Rolex 24, and once again, the Porsche VIP event. The race-winning Corvette had a 0.034 second margin of victory over the second place Corvette. After leading much of the race the Porsche, N.A. car 911 finished 3rd.”





A Visit To Brooklands

Story and photos by John Evans

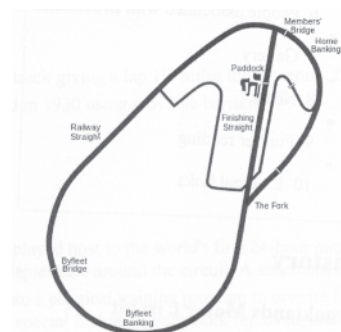
Last summer my son David and I spent a week with a group of fellow gear-heads on a Smithsonian-organized tour of the British car scene. We visited the Morgan, Aston-Martin, Jaguar and BMW-Mini factories and a number of museums. Highlight of the trip was a day at the Goodwood revival. Among the museums visited was the Brooklands auto and aero museum located about 30 miles from London.

Conceived by Hugh F. Locke King, Brooklands was built in 1906-7 near Weybridge, Surrey as the first-ever, purpose-built motor race track in the world. It is believed to have stimulated the construction of the Indianapolis Speedway soon thereafter. The original course (Figure 1) was two and three quarter miles in length, and consisted of a 100 foot-wide concrete track that was banked. In places the banking (set at a 30 degree angle) was thirty feet high. Only a small portion of the track now remains, and the last race held there was in 1939.

Brooklands was also one of Britain's first aerodromes and the location of aircraft factories in both World War One and Two. Between the wars it housed a flying school. After WWII portions of the estate were sold off to developers, who built a mall and the largest portion is now a Mercedes-Benz Performance Center, where you can drive your new Benz on a track or skid pad. The present museum owes its origin to the creation in 1987 of a Brooklands Museum trust.

The museum is both for cars and aircraft. Among the latter are a WWI Sopwith Camel bi-plane, a WWII Hawker Hurricane fighter (many of which were built at Brooklands during the war), a WWII twin-engined Wellington bomber (apparently recovered from the bottom of Loch Ness!) and a Concorde, which one may tour.

The cars on display are an eclectic collection of racing cars, some of which are shown in the accompanying pictures. An effort had been made to preserve the auto portion of the museum as it would have been in the early years following the construction of the track, when the wealthy and daring young men of the time kept their race cars there in various wooden garages. The place is well worth a visit should you ever be in that part of the UK.



| | |
|----------|---------------------------------|
| Location | Surrey, England, United Kingdom |
| Opened | 1907 |
| Closed | 1939 |
| Surface | Concrete |
| Length | 2.75 mi |
| Turns | 3 |
| Banking | 30° |



1932/3 24 Litre Napier-Railton built for John Cobb's land-speed record setting

Above left: The sign that greets you to the Brooklands Museum.

Above center: One of the many garages where owners kept their race cars.

Above right: The 1964 Cooper T72 F3.

Left: 1932/3 24 Litre Napier-Railton built for John Cobb's land-speed record run.



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Shifting Your Attention

Story by Tom Neel

When I was a kid, [I'm now 60], my father brought home a lightly used 1964 Fiat 1500 Cabriolet for my mother. Well, that was the story anyway. Looking back, as my father worked at Chrysler dealers, this was an unusual purchase, but it ended up being the first car I learned to drive. Its manual transmission at least had a stick in the center and not three on the tree like my older brother's Rambler.

I can remember taking drives with my Dad in the country and just loving the growl and back talk the little 1500 would make on down shifts, it was great fun. We would tune it together and working on cars was so easy back then—no place to plug in a lap-top! Just gap the plugs, adjust the points and go. Childlike simplicity.

In 1968 at 13 years old, Dad thought it was time for me learn how to use a clutch and he utilized our gently sloping driveway as a place for me to push in the clutch, roll slowly out of the driveway, feel the engagement of the clutch and drive back in, only to push in the clutch, slowly roll back again and repeat the process. It's sad to think this type of thing could almost never happen with a child today. He would let me go out, start the car, practice using the clutch, all in an effort to teach me something he felt I was going to need to know.

One day he said, "Tommy, let's take a drive." We drove to an empty church parking lot a few miles away. He stopped in the parking lot, got out and walked around the car and asked me to get into the driver's seat. At first I was confused, but once there, he instructed me to start the car, let out the clutch as I had been taught, and drive. He had me practice shifting, down shifting, and braking. Making circles around the parking lot. 1st, 2nd, 3rd, with 4th being too high for the parking lot, then down shifting and coming to a stop. He then looked at me and said, "Drive me home".

Needless to say, that 3 mile drive home was was exciting. Most of all it was involving. I could have cared less about anything else in the world, I WAS DRIVING! I had control of the controls! I could make the car go faster or slower, I could steer and I could

downshift, hearing that growl of the little 1500. This milestone wasn't nearly as much about freedom, as it was about having a direct connection to the car. No longer a passenger, but the driver.

I recall a great line said to me by an old flight instructor friend. "You don't want to be a pilot, you want to be an aviator." Boy, those were some words, and even though I never became a pilot or an aviator, I am not just a driver today. I'm an enthusiast and it's still not simply about my freedom, it's a partnership in freedom between me, the car and like minded individuals.

Surprise, surprise that Porsche's limited manual transmission releases are getting so much attention. Everyday enthusiasts are getting older. Younger drivers want to tell their phone to talk to the car and tell it where they want to go while they're texting. They never had the love in the first place. There's no romance. No mechanical connection, no necking at the drive in, no heart palpitations when they see a twisty road. To them it's all an app driven, Uber experience, and frankly, while we may think it's sad, that's their thing and the future of the automobile will adapt to their wishes.

Yet for the silver and balding, or hair dyed ladies, bad knees and all, lovers of cars, we still want to pleasure of stirring the stick now and then. The best of us rarely sees the track for those split second paddle shifts anyway. Those fancy paddle shifters are standard equipment on an Outback today. Here's a little quiz. What was the first car with a paddle shifter? Anyone? It was actually the Ferrari F89 F1 car, which was actually connected to a manual transmission. Leap forward a few decades and today's car salesman can likely come up with the wildest things to tell you why that paddle shifter is even there. It's as though they would like to say, "One paddle makes withdraws from your checking and the other makes deposits." I swear I think some kids would believe them if they did.

Automatics are just fine. Yes, if I had to commute I wouldn't want to play around with a third pedal. But to drive, to feel the road, to be connected with that which we love, a shifter still makes me feel like a kid. Maybe a grown one at that!

January 2015 new Potomac members

New Members

| | | |
|---|---|--|
| William Bentley - 2014 Cayenne S Hybrid - from Washington | Andrew McCabe - 2010 911 Carrera S - from Ashburn | Barbara Wellsbag - 2013 Panamera - from North Bethesda |
| Harald J. Breitenstein - 2014 Cayman - from Arlington | David Minyard - 2004 911 Carrera 4S - from Vienna | |
| John Dabbar - 1999 911 Carrera - from Houston, TX - transfer from Lone Star | James Moser - 2016 Cayman GTS - from Fairfax | |
| Karyn Fleming - 2016 Cayenne - from Owings | Andrew Murphy - 2016 Cayman - from Alexandria | |
| Carl Ghattas - 2012 911 Carrera 4S Cabriolet - from Alexandria | Carl Porter - 2016 Boxster GTS - from Washington | |
| Thomas Jackson - 2007 911 Turbo - from Arlington | Sanjiv Prakash - 2009 911 Carrera - from Falls Church | |
| TJ Joyce - 1987 944 - from Catonsville | Lisa Schulz - 2005 Boxster - from Alexandria | |
| Marie Leadmon - 2014 911 Carrera 4S - from Bethesda | Jeremy Thomas - 1998 911 Carrera S - from Alexandria | |
| Peter Leyton - 2000 Boxster - from Reston | | |

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February 2016 Potomac anniversaries

Anniversaries

30 Years

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Brent & Joan Bousman
Michael & Kevin Ingram
Wayne & Evelyn Masfield
Sterling & Gary Williams

25 Years

Robert & Adria Van Buskirk

20 Years

David Coleman
Tod & Liz Reinert

15 Years

Dennis & Carolyn Argall
Claude & Sandra Imbt
Tim & Kim Kearns
Wayne & Pam McDorman
Jeffrey Rusher & Patricia Vernon-Rusher
V Stone & Victor Hampton Stone

10 Years

David & Beth Fox
Anthon & Alice Fuisz
David Luczynski & Kimberly Coppola
Robert & Charles Lusk
David & Jennifer Miller
Rain & Steve Montes
Kay Olive
Bill & Pam Peace

5 Years

John Gehring
Herbert & Ellainia Griffin
Robert Huffman
Theodore Poole & Suwane
Holmes



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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: Michael Kautz presents Gary Baker with the 1st place Auto Cross award for P4 classification.

Below: Volunteers with Smiles! John Walters (Club Race), Ed Hahn (Membership Director), Carol DeZewarte (DE Registrar), Brian Walsh (Track Coordinator) and Mike Smalley (Instructor).



More pictures from the volunteer and awards dinner



Far left: DE Participants enjoy time with fellow drivers in the "off season". Scott Hoffman, Sam Al Mukhtar, Otto Burgess, Susan Kimmitt, Brian Walsh.

Left: Martin Hudson and Tina Mossi, avid club volunteers and drivers in the DE program, snuggle up for a photo.

Below: David Campbell, one of PCA Potomac sponsors from XPEL Clear Bra installation enjoys the awards dinner with his son, Grant, and wife, Amy.





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