



Chesapeake Region

Patter



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Chesapeake Region

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Chesapeake Region

is

The Chesapeake Region of the Porsche Club of America serves its club members and hosts activities within the Baltimore, Annapolis and surrounding geographic area, including Maryland's Eastern Shore. The general objective of PCACHS are, as indicated in the by laws:

- Promote the highest standards of courtesy and safety on the roads.
- Promote the enjoyment and sharing of goodwill and fellowship engendered by owning a Porsche vehicle and engaging in such social or other events as may be agreeable to the membership.
- Promote the maintenance of the highest standards of operation and performance of the marquee by sharing and exchanging technical and mechanical information.
- Establish and maintain mutually beneficial relations with Porsche AG, Porsche Cars North America (PCNA), Porsche dealers, and other independent service sources to the end that the marquee shall prosper and continue to enjoy its unique leadership and position in sports cars annals.
- Promote the interchange of ideas and suggestions with other PCA Regions throughout North America and the world, and in such corporation as may be desirable.
- Establish such mutually corporative relationships with other car clubs as may be desirable.
- Establish a community service initiative with the goal of engaging members to participate in activities that benefit the community through fundraising or volunteering of time.

Cover Photos: Lynda Sobus
After Holiday Party



Chesapeake Region
Patter



The Porsche Patter is published monthly. Articles from members are welcomed and encouraged and should be sent electronically in Microsoft Word format to porschepatter@pcachs.org by the fifteenth day of the month preceding publication. The editor reserves the right to edit or reject all material submitted for publication, including advertisements, and the right to cancel advertisements at any time, for any reason, at his sole discretion. Statements appearing in Porsche Patter are those of the contributing authors and do not constitute the opinions or policy of the Chesapeake Region, Porsche Club of America, its Board of Directors, or the editor of the newsletter. Permission granted to reproduce material published, provided full credit is given to the Porsche Patter and to the author. The Chesapeake Region, Porsche Club of America, neither endorses any advertiser nor warrants any product or service they may provide.



Chesapeake Region

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* Interim



Chesapeake Region

from our president

As I sit down to compose this month's message it's snowing once again, the second large storm of the winter season for us. An overwhelming quiet has surrounded our house as we all resign ourselves to being snowed in for some period of time yet again, our Porsches all safely stored away in garages for the season (except, of course, for our Canadian friends who seem to take great pleasure in the instant skid-pads created by the snow and ice!)

But I know that this quiet can be misleading because while we may not be out driving our cars very much, the snow most certainly doesn't stop us from working on them and preparing for the driving season which is rapidly approaching! I'm certain that many of you, like me, are crazily surfing the web for the next set of wheels, brakes, tires, pumps; whatever we need (or imagine we need?) to get back out on the roads and tracks as soon as we possibly can!

So it's with the greatest of pleasure that I'm able to report to you that your Board is hard at work coming up with activities to fill the next couple of months with all sorts of events that you can attend related to driving, maintaining, and simply enjoying your Porsche. Ahead of us we have tech sessions on maintenance and repair, dealer visits to observe how the pros handle their vehicles, a general membership meeting at PCA's National offices (more on this

next month), a slot car extravaganza with a world-class chili cook-off dinner, and party events to get together with fellow Chesapeake members to swap stories and information!

Now, since I've reached the social side of our calendar, please let me offer a huge thanks to Donna Brandt (and Warren;-) for the tremendous After-Holiday-Party held at the Yellow Fin restaurant, in the middle of January. It was a fantastic evening during which so many of our members enjoyed the company of fellow aficionados, a great cocktail hour, a delicious meal, and, as always, the unforgettable holiday Yankee Swap. Led by our own two masters of the quick wit, Bob Gutjahr and Manny Alban, this show was 'Classic' and had some of the best gifts for stealing in years, topped by a Porsche diorama created by Vu Nguyen which was stolen over 35 times in the course of the swap!

Thus we will muddle through the dark months of winter and on into the seasons we all love the most, where we get to take our toys out of their shelters and run them free. Hope you find something on the calendar that intrigues you enough to come out and join the rest of us as we make our way on into spring!

As always..... Have fun and Drive Safely!

FLYING LIZARD
m
Gary

meet your president

Gary F Martinez, AIA

b. 1953

Wife: Kara C Martinez

Family: 4, 2 grown with families and
2 at home in High School

Profession: Martinez + Johnson Architecture, PC
President
Washington DC, New York, New York

For the past 37 years it has been my incredibly good fortune to pursue a dream career in the practice of architecture; first as a designer in some of the best architectural firms in the country and, for the past 20 years, as President of Martinez + Johnson Architecture, PC. Our work involves the creation and design of performing arts centers for the presentation of the lively arts to patrons in cities and communities throughout the country.

My interests in Porsche's have grown from the time I was in high school but for many years stayed at a level of enthusiast rather than participant. Unlike many of our members who have had amazing experiences working on, driving in and even racing these wonderful cars I enjoyed reading about them and watching the races in which they competed.

While my first sports car was a 1963 Triumph Spitfire (which, as a young man in high school put me over the moon) I always admired from quite afar the 911's of the day. They seemed so far beyond my reach of ever owning one. For a very brief time right out of college I owned a 924 (yikes!) and to me it was like a dream come true. But neither car stayed with me for very long, and even though they weren't the standard bearers of their lines, I have to admit that I really miss them and would be delighted to have either one back today.

The 2003 C4S which I now drive was a 50th birthday gift to myself and was the realization of reaching a point in life that I had always thought unattainable. I have never been happier with an automobile than with this car. For the first few years, it was simply a commuting car for me and I had very little contact with PCA. But, after Kara and I were married in 2008, PCA became a more significant part of our lives and the amazing folks of the Chesapeake Region drew us further into the realm of active membership.

From our first After Holiday Party, to Auto Cross, social tours, DE events, Challenge and Concours, Rennsport ReunionIV, and multiple Porsche meetings, the members of our region have always been wonderful guides and mentors to an ever-widening world of Porsche interests. We could not have met better people or finer friends than everyone here in Chesapeake PCA. I'm proud to be a member of this region and so pleased to have an opportunity to serve as your President.

All Best,

Gary



spotlight



After Holiday Party 1

The annual After Holiday Party this year was sponsored by Porsche of Annapolis. We were all surprised and appreciative of the wonderful and thoughtful gifts the members graciously provided their fellow PCA Chesapeake Region members. One gift in particular was “gifted” (or is it stolen) over thirty-five times during “Yankee Swap” evening. That gift was a work of art provided by non-other than our own Vu Nguyen, PCA National Executive. In Vu’s own words, here is what he said he made and what it takes to produce his works of art:

“I refer to them as “Junked” diecast Porsches. I buy new 1:18 scale Porsches, disassemble them, and methodically junk them using various techniques. Now that I’ve done a few, it probably takes about 10 hours overall to complete one. I never know exactly how they’ll turn out. I just imagine how I’d come across one in real life and try to replicate what I’ve envisioned.”

Let’s see a few photos of the process, so we can see first hand how Vu goes about making his works of art:

Editor



Photos by Vu Nguyen

After Holiday Party 2



Photos by Vu Nguyen

This Photo by Lynda Sobus

Durch die Heckscheibe

Durch die Heckscheibe

(Through the rear window)

Bob Rassa, Historian

As we have a brand new Patter editor, who is quite persuasive and has convinced your friendly Region Historian to do a more-or-less monthly piece (journalist-speak for article) on items from our Club's past, I thought to discuss how the Patter actually got started. We already covered, several years ago, how the Chesapeake Region became "revitalized" in early 1967 when Steve and Frank Shap and I bought our first Porsches and joined the Porsche Club of America, and attended our first Chesapeake Region meeting in early 1967 – February I am thinking - in the basement of the Deutsches Haus restaurant on Mt Royal Avenue in Baltimore. We weren't thrilled with the content or tone of the meeting – totally boring might even be generous – so right after the meeting the three of us, along with Don Riggs, John Ames, and Stan and Bernice Bailey, met at the Bailey's home and decided to see if the Region was ready for some new, more adventuresome, leadership. We agreed on our own slate of officers, with Steve Shap as Vice-President and your writer as President, and made a motion of new elections at the March meeting. Surprisingly, this was accepted not only without disdain or annoyance but rather with appreciation and even gratitude, as the present officers, Larry Ewald as President and Heinz Werner Bade as Vice-President, admitted that perhaps they didn't have the vision to create activities that might benefit the membership, which numbered only 43 members total, by the way.

We needed a newsletter to get the word out that we would be initiating some fun activities, and Don

Riggs, owner of a totally cherry black 356A Speedster, agreed to take on the task. We talked about what to call it, and someone suggested that pitter-patter was a term sometimes used to denote miscellaneous talk or chatter, and thus the name Porsche Patter was born. Don worked for the Social Security administration in Baltimore (and still does, best I can tell) and they had a graphics department, and he managed to get a friend there to create the Patter logo.

The very first formal issue of the Patter was published in April 1967 (and the club archives contains an original!) and was reproduced via spirit duplicator (and 10 brownie points to the first person to respond with what that was). That 10-page issue contained our new list of officers, a complete membership list, a meeting announcement for the April meeting (which I moved from that dark basement to the Holiday Inn North on Cromwell Bridge Rd at Loch Raven Blvd), some member notes (Denny Kline won the SCCA driver school class competition at Marlboro with a best lap time of 1:42.9), a reproduction of an article from *Competition Press* about buying cars overseas, a calendar of 1967 events, a President's Message, and a call for candidate names for the Region's brand-new weekend event, for which the name "Chesapeake Challenge" was eventually selected from the submitted ideas. And for the record, that winning name was submitted by Earl F. Harter, of Lancaster PA, who even though a member of Central Penn Region started attending our Region meetings and events since we were promising – and delivering – fun activities.

There you have it, an accurate capsule of the early days. More to follow! Ideas and comments are welcome, send to historian@pcachs.org.

MARYLAND WAR OF 1812

Rob Mairs UPDATE!



Maryland Bill to Provide Single License Plate for Historic Vehicles/Street Rods to be Considered on Jan. 28, 2014

Legislation (H.B. 77) to require the issuance of only a single license plate for Class L Historic Vehicles and Class N Street Rods will be considered by the House Environmental Matters Committee on Tuesday, January 28, 2014. Currently, only Class D Motorcycles, Class F Tractors and Class G Trailers can run a single plate.

If You Have Not Done So Already, We Urge You to Contact Members of the House Environmental Matters Committee (Contact Info Below) Immediately to Request Support for H.B. 77

- Under Maryland law, an historic vehicle includes a passenger vehicle, motorcycle, or truck that is at least 20 years old and has not been substantially altered from the manufacturer's original design. Street rod is a motor vehicle that is 25 years old or older and has been substantially altered from the manufacturer's original design.

- H.B. 77 would save money, conserve resources and bring Maryland in line with other states that have moved to a single plate requirement.

H.B. 77 would protect the aesthetic contours of collector cars and relieve vehicle owners of the burden of having to create mounting holes on some original bumpers.

DON'T DELAY! Please contact members of the Maryland House Environmental Matters Committee immediately by phone or e-mail to request their support for H.B. 77.

Please e-mail a copy of your letter to Steve McDonald at stevem@sema.org. Also, please forward this Alert to your fellow car enthusiasts. Urge them to join the [SAN](#) and help defend the hobby! Thank you for your assistance.

(See next page for House Bill 77)

HOUSE BILL 77

R4

4lr0853

(PRE-FILED)

By: **Delegate McMillan**

Requested: November 7, 2013

Introduced and read first time: January 8, 2014

Assigned to: Environmental Matters

A BILL ENTITLED

1 AN ACT concerning

2 **Vehicle Laws – Single Registration Plate – Class L (Historic) Vehicles and**
3 **Class N (Street Rod) Vehicles**

4 FOR the purpose of requiring the Motor Vehicle Administration, when it registers a
5 Class L (historic) vehicle or Class N (street rod) vehicle, to issue a single
6 registration plate for the vehicle; making conforming and stylistic changes; and
7 generally relating to vehicle registration plates.

8 BY repealing and reenacting, with amendments,
9 Article – Transportation
10 Section 13–410(a) and 13–936.1
11 Annotated Code of Maryland
12 (2012 Replacement Volume and 2013 Supplement)

13 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF
14 MARYLAND, That the Laws of Maryland read as follows:

15 **Article – Transportation**

16 13–410.

17 (a) (1) Except as otherwise provided in this title, when it registers a
18 vehicle, the Administration shall issue to the owner:

19 (i) One registration plate, if the vehicle is a Class D
20 (motorcycle) vehicle, Class F (tractor) vehicle, [or] Class G (trailer) vehicle, **CLASS L**
21 **(HISTORIC) VEHICLE, OR CLASS N (STREET ROD) VEHICLE;** and

22 (ii) Two registration plates for every other vehicle.

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



12

1 (2) However, as to temporary registration, the Administration may
2 provide for the issuance of only one temporary registration plate for any vehicle.

3 13-936.1.

4 (a) In this section, "vintage registration plate" means a Maryland
5 registration plate that was actually issued for display on a motor vehicle in a year not
6 less than 25 years prior to January 1 of each calendar year.

7 (b) [(1) Subject to the provisions of this subsection, the] **THE** owner of a
8 motor vehicle registered under § 13-936 or § 13-937.1 of this subtitle as a Class L
9 (historic) or Class N (street rod) vehicle may display [2] **TWO** vintage registration
10 plates in lieu of A current registration [plates] **PLATE** on that vehicle[.

11 (2) The Administration may authorize the display of 2 vintage
12 registration plates in lieu of current registration plates on a motor vehicle described in
13 paragraph (1) of this subsection] if:

14 [(i)] **(1)** The owner of the motor vehicle submits an application
15 on a form prescribed by the Administrator;

16 [(ii)] **(2)** The [2] **TWO** vintage registration plates were issued
17 in the same year as the model year of the motor vehicle; and

18 [(iii)] **(3)** The owner of the motor vehicle pays a onetime
19 registration fee of \$25.50.

20 (c) If the Administration authorizes the display of vintage registration plates
21 under this section:

22 (1) The vintage registration plates shall remain valid for as long as
23 title to the motor vehicle remains in the person who submitted an application under
24 subsection [(b)(2)(i)] **(B)(1)** of this section; and

25 (2) A fee in addition to the onetime registration fee prescribed in
26 subsection [(b)(2)(iii)] **(B)(3)** of this section is not required for the issuance of the
27 vintage registration plates.

28 **SECTION 2. AND BE IT FURTHER ENACTED**, That this Act shall take effect
29 October 1, 2014.

Membership

Taylor Ainge

PCA Chesapeake Region Membership Report For **November 2013**

Primary Members:	739	Affiliate Members	494	Total Members	1,233
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New Members:	Richard L. Loeffler	Columbia, MD	2001 Boxster S
	Robert Martin	Baltimore, MD	2012 Cayenne, 2012 911S
	Robert Seiwart	Severna park, MD	2013 Boxster
	James Virginis	Abingdon, MD	2013 Boxster

Transfers In:	Henry Theilemann	Ellicott City, MD	2013 Boxster
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November Anniversaries:

1 Year	Dave Frantangelo / Rob & Katherine Gabler / John J. Monarek / Richard Montoni / Bon D. Sison / Rob Anderson / Raimee Eck / Carlos Williams
---------------	--

10 Years	Paulette McCubbin / Sloan J. Palitti / John D. Patterson / Eric Veith / Sara Cammarano / Frederick A. Pfeiffer
-----------------	--

20 Years	Christine Hipple
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Membership

Taylor Ainge

PCA Chesapeake Region Membership Report For **December 2013**

Primary Members:	737	Affiliate Members	491	Total Members	1,228
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New Members:	John & Janet Lannon	Hunt Valley, MD	2013 911 4S
	Frank S. Melograna	Annapolis, MD	1984 911
	James R. Orrell	Kingsville, MD	2013 Boxster
	Rodney S. Yates	Davidsonville, MD	2014 911 50th

Transfers In:	Gloria T. Santamaria	Hunt Valley, MD	2011 Cayman
	Frank S. Melograna	Annapolis, MD	1984 911

December Anniversaries:

1 Year	Dave Frantangelo / Rob & Katherine Gabler / John J. Monarek / Richard Montoni / Bon D. Sison / Rob Anderson / Raimee Eck / Carlos Williams
---------------	--

10 Years	Paulette McCubbin / Sloan J. Palitti / John D. Patterson / Eric Veith / Sara Cammarano / Frederick A. Pfeiffer
-----------------	--

15 Years	William J. Paterakis / David H. Sharp / Robert D. Vigorito
-----------------	--

20 Years	Ken Clemmens / Timothy B. Eisel
-----------------	---------------------------------

25 Years	Jay Irwin Block / William F. Gleason
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30 Years	Michael P. Vietz
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I Get Around

I Get Around

by Dick Badler

My Parents Bought a New Car

They bought a new car last summer. You have to understand. They're 87 and 85. My father had a stroke, a year and a half ago. Nothing cognitive, but he can't drive. My mother only drives in daylight. This past fall, they moved into an assisted living complex.

I have this vision of my parents coming into the dealership showroom... my father holding on tight to his walker, my mother making her way, following knee replacement surgery. The salesperson doing a few double-takes and finally getting out, "uh, can I help you?" and "What color do you like?" and "Do you have a trade-in?" and "Lease or buy?"

They've never owned a Porsche. The closest they came was in '83, when they bought a '78 Mercedes-Benz 450 SL. My father had been pining for one, for years. This one I found for them. Same year as my SC. Same low mileage. Silver, with the dark blue soft top. I called them up and said, it's now or never. They called it their "SL-ela."

They kept it for about ten years. The standing joke was that they were going to give it to my wife, when they grew tired of it. Or at least sell it to her. But then, one day, my father told me they traded it in, on a Lexus ES. I told them they'd regret it. They did.

My fondest memory is of the '62 Buick LeSabre. We went cross-country in it, my two sisters, my parents and I, New York to LA and back, in five weeks. No air. I got the worst case of chapped lips in recorded

history, from sticking my head out the window... like a dog... and then moistening my lips with my tongue.

Over the course of the trip, I rated my parents' driving. Turns out, so to speak, that my mother was faster. To pass the time, I played chess with my father, using one of those portable sets where you push the pieces into holes. It was the only time, ever, that I sat in the middle, between my two sisters. My usual place was behind my father, natch.

My father drove home for me my first sports car. It was a '64 Triumph TR-4, which I bought from a family friend, for \$800, my life savings. I was 17, and couldn't drive a stick. That night I just sat in it, and played the radio. The next day, he took me out to learn the wonders of British gearboxes and friction points. At one point I lurched it so hard the fuel lines came off the carburetors. I lost half a tank of gas before we realized what that funny smell was coming from.

Then there was the '67 Buick Wildcat. Convertible. My parents let me drive it into New York City, the night of my senior prom, to the Village, to see B.B. King, at the Village Gate. I remember who I took as my date, I remember a second couple, but I don't remember who the third couple was. It was that kind of night.

My parents took me to college in that car.

When my first daughter was born, my parents drove up from Virginia in a Honda Accord. I remember my mother rushing into the hospital, carrying a pair of binoculars. She said you never know how far away from the window they put the babies.

In recent years, my parents had a 3-series BMW wagon. Which was great for trips from Vir-

ginia to Florida for the winter, including a ride on the car-train. Except my father totaled it, one morning. Ran into a tree. Don't ask.

So they replaced it with a Cadillac CTS wagon. Which they hated, because of what they claimed was bad three-quarter rear-view visibility.

A few years ago, I got my father a gift subscription to Car & Driver magazine. I took advantage of one of those "renew now and give a new subscription to someone as a gift" deals.

It became a routine, during our weekly telephone conversations... what do you think I should replace the Caddy with? I didn't know how to answer. So I turned it around and said, what do you want?

Toyota Avalon, he said. The perfect appliance, I said. But it takes regular gas, he said.

How about a Hyundai Genesis? Hmm, I said. It may out-Lexus Lexus, the way Lexus out Mercedes'd Mercedes, at least for the money. Does it take regular gas? That's what they bought.

I visited my parents for Thanksgiving, last fall. I drove the Hyundai, and it really wasn't bad. In fact, it really was a lot like a Benz for, what, two thirds the price.

But the real joy came when I programmed the in-car Nav to get to my sister's house for Thanksgiving Dinner... the house is some seven miles away and, really, over a route that's not that complicated. But so be it.

We tested the Nav, Thanksgiving Day, and it worked.

Let me put this into perspective; my father's an electronics engineer. To this day, he can explain to you how a computer works. Or a television. He used to argue how Plasma technology is inherently much superior to LCD. And so was Betamax. Around when I was born, he worked on the development of the LP record.

But, as I was programming the Nav, he was gently pushing toward me the never-opened, inch-thick, Nav manual, which I simply ignored.

But my real mitzvah was programming the Nav to get... home. To quote my mother, "Now we won't get lost again!"

Yikes. So many memories. So many drives to look forward to.

Market

Advertisements in The Mart are free for members of any PCA region. A \$10 fee is charged for advertisements submitted by non-members. Contact the Patter editor (porschepatter@pcachs.org) for details or to submit an ad.

Items for sale, rent, loan and free!

For Sale:



911 Targa **Carbrella sunshade** and brand new **Lloyd floor mats** (5) fit in 1988 car; \$250/offer.

Competition 4-bolt **stainless mufflers**, 200 cell cats, off of a 2002 Turbo; \$1,000/offer.

Four 19" two-piece **SSR custom wheels**, will fit Turbo, C4, and maybe other models; \$1,500/offer.

Contact: Chuck Marshall at 410-375-4775.



Black 996 **GT3 Euro Seats**

Brand new factory-style GT3 seats. The seats are designed with Porsche enthusiasts in mind. We bought them and then sold the Boxster before we had a chance to use them. Mounting/slider kit included. Fits 996, 986, and possibly other models. \$799.

Contact: Claude at 410-746-5519.



Stock Photo

Two **Michelin PS2 tires** with 6/32" tread, 205/50R-17 for \$100. They are off my Boxster but will fit others. Located in Pasadena.

Contact: Dave Arnold at 410-255-6922.



Stock Photo

Set of rare 996 17" **BBS 10-spoke wheels and tires**. Original factory equipment for 2002. Wheels are straight and true, no curb rash, in near mint condition; 7J X17 ET 50 fronts, 205/50/ZR17 tires with more than 80% tread on them; rears are 9J X17 ET 55 255/40/ZR17 with brand new Michelin Pilot Sports. Will fit 944, 968, 986, 911, etc. E-mail for pictures and part numbers. \$1,400 **\$1,000** OBO.

Contact: Brian at 443-831-1324 or brianrapp@verizon.net.

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Upcoming Events 1

TECH EVENT - Welding Class



DATE: Saturday, February 1, 2014

TIME: 8:00AM to 1:00PM

LOCATION:

Earlbeck Gases & Technologies
8204 Pulaski Highway
Baltimore, Maryland 21237
410-687-8400
www.earlbeck.com/training.html



Jim Earlbeck is a member of our Porsche Club, and he's been kind enough to host this Tech Session. We hope to see you at the session! Jim will have donuts and coffee when we start. When you come to the session, we ask that you wear long cotton pants (like jeans) a long-sleeve cotton shirt (not synthetic fiber), and work gloves. If you have safety glasses and a welding helmet, please bring them. If not, Jim will provide whatever you need.

A limit of twenty-four people for this session

SOCIAL EVENT - Super Slot Car Event



DATE: Saturday, February 8, 2014

TIME: 3:00PM to 7:00PM

LOCATION:

Parkville Family Y
8910 Waltham Woods Road
Parkville, MD 21234 ([map](#))



One of our Region's grand family traditions continues again in 2014. Super Slot Car is scheduled to take place on Saturday afternoon / evening, February 8th at the Parkville Family Y Center in Parkville, Maryland. A great venue for bench racers, slot car racers, and kids who are about ready to drive their parents crazy, the evening is a family's night out in the middle of the winter. Our track is 1:32d scale, so be prepared for a lot of action with your miniature Porsches.

Cost is just \$10 per family if you bring a crock pot of chili, and \$20 per family if you bring a side dish, drinks, dessert or salad. Be sure to bring utensils as well.

Registration is available on line through clubregistration.net. Net proceeds from the event will go to benefit the Y of Central Maryland.

For questions, please contact event chair: Terrell Williams at tmoneyrunner@gmail.com

Upcoming Events 2

TECH EVENT - Tech Tactics East 2014



DATE: Saturday and Sunday
March 1 & 2, 2014

TIME: 8:00AM to 1:00PM

LOCATION: Porsche of Bucks
County, Easton Road, Warrington,
PA ([Map](#))



The format will be the same as in years past. Our very special guest this year from Porsche AG is Daniel Vasiades, who is responsible for the marketing of the Macan. We will also feature Owen Hayes, Director of Operations Porsche Motorsports North America, who will focus on the 991 GT America and the new United Sports Car Racing series. We have already booked speakers from Porsche Cars North America, Mobil Oil, Michelin Tires and Performance Friction Brakes. Three PCA members are also part of the program: Jim Newton from Automobile Associates, Lou Verdiales, PCA Tech Committee member responsible for 911 turbos, and John Paterek. This will be John's 34th consecutive appearance at Tech Tactics. He was a presenter at the inaugural event at the Harley Hotel in 1981. Returning by popular demand the second annual "model car show" will be held in the Registration area. Dust off your favorite die-cast Porsche for a People's Choice event.

Continental breakfast, "box" lunches and a complimentary event tee shirt are included in the registration fee of \$60.

Registration will open on Feb. 4, 2014 on motorsportreg.com.

PORSCHE PUZZLER

February Puzzle

Music and Movies Mark Hubley



- Across
- 3 He scored an overall victory at Le Mans for Porsche in 1970.
 - 5 Displacement of an SC.
 - 7 An arachnid that's keeping an eye on you?
 - 8 A 356 high performance motor.
 - 10 996 Achilles' heel?
 - 14 An option on the 930.
 - 15 "My friends all drive _____."
 - 16 A shade of silver.

- Down
- 1 Not part of a 964.
 - 2 Perhaps a more common term for the 930.
 - 4 A 928 rolled into a lake in this movie.
 - 6 Chesapeake Region's chief driving instructor.
 - 9 Car owned by Chesapeake Region's new president.
 - 11 In a song by David + David, "Ms. Christina drives a nine _____."
 - 12 He drove a guards red 944 in Sixteen Candles.
 - 13 Co-driver for the 1970 victory at Le Mans.

PORSCHE PUZZLER

January Puzzle Solution

Porsche Puzzle Mark Hubley



- Across
- 4 The 924 was originally designed to be sold by this company
 - 7 Location of the Porsche company headquarters
 - 8 Generally acknowledged as the designer of the 911
 - 9 Founder of the Porsche Club of America
 - 11 A style of wheel commonly found on 944s
 - 12 Chesapeake Region's Manny _____ currently serves as president of PCA

- Down
- 1 First offered in 1967 as an alternative to a convertible
 - 2 A team that successfully raced Porsches in the American Le Mans Series
 - 3 A two-syllable word
 - 5 He started it all
 - 6 A new one can no longer be bought with three pedals
 - 10 This company makes seats for Porsche



Chesapeake Region

PCA Plates

Chesapeake Region coordinates PCA Organizational Maryland License Plates issued through the Maryland Motor Vehicle Administration (MVA). The license plate program promotes the visibility and camaraderie of PCA and serves as a fund raiser for Chesapeake Region events. The total cost for the PCA license plates is \$35, which includes the \$25 MVA fee, and a \$10 Chesapeake PCA fee.



If you would like to obtain the PCA License Plate (s), complete the information sheet available on our web site: pcachs.org/membership/license_plates.html. Once we receive your information sheet, we will mail you the MVA Application-Certification form for Organizational License Plates. The MVA form is a two-part state form, which requires signatures of the owner and any co-owner.

Please complete the MVA Application form and mail the form along with your checks to the address below. Make your \$25 check payable to

MVA. Please enclose a separate \$10 check payable to Chesapeake Region-PCA to cover a one-fund raising fee.

PCA License Plate Coordinators
P.O. Box 8144
Elkridge, Maryland 21075-8144

Important: Do not mail the MVA form and checks directly to MVA.

Requirements: You must be a PCA Member and the car must be registered in Maryland. The PCA Plates are not limited to Porsches. You can apply for PCA plates for all your cars registered in Maryland.

Annual Porsche Patter advertising rates
Full-page advertisement \$1,200
Half-page advertisement \$900
Quarter-page or business card size advertisement \$600

Purchase also includes an advertisement on the Chesapeake Region web site. Please contact porschepatter@pcachs.org for additional information.

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