



Chesapeake Region

Patter



The new 911 Targa



Volume 53, Issue 611

March 2014

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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: Targa 4S.



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

Patter

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in this issue



Chesapeake Region

from our president

The sun. Yes, it's true, I actually saw the sun just the other day. In fact, I've seen it on several occasions lately and, honestly, it was almost warm outside! Which all points to just one, undeniable fact....spring is just around the corner and we can't wait!

Everyone is now in full prep mode getting ready to put their cars back on the road in a very serious fashion. And just to keep pace, your Board and Committee Chairs are hard at working scheduling as many events as we can so that, as we all step out of our winter slumbers, there are events of all types for you to choose from: rallies, autocross, social, and tech!

We have an amazing group of people who volunteer their time and effort to make this happen for our Region; and they work tirelessly to organize, schedule and execute the plans. In just the past month we had tech sessions on restoring cars, welding classes, social luncheons and a riotously fun Slot Car Night! Not to single out only one pair of our volunteers over the others but Terrell and Lori Williams put on one of the best family nights available with the slot cars this year. Anyone who can round up and organize the Auto-X'rs to do the setup deserves a shout out; thank you both so much.

Another stand out (and standup) member is our past president, David Dukehart. He is involved in so many aspects of the Region that it seems there are three of him.

He has worked continuously through this transition with new officers (yours truly) and on activities that he has been administering almost single-handedly. We (I) can't thank him enough for everything he has done.

One position he agreed to temporarily fill has been our Community Service chair. Now that we are up and running in the other areas of administering the Region, I'd like to give David a break and ask for any persons who might be interested in this very important area to consider taking over this group from him. As he has always done, David will be there to mentor you as a new leader, so you won't be coming into this process blind.

Our volunteers are the lifeblood of the region and we are always ready to welcome new additions to the group. They are all incredibly busy people with demanding jobs and family commitments just as we all experience. But if you ask any one of them, I'm sure you'll hear that they find a richer, more satisfying club experience with the members they meet and interact with in their roles as volunteers.

So, if you have any interest in Community Service and would like to consider joining us on the Board, please send me a note and we can discuss the possibilities of this position together.

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

Gary

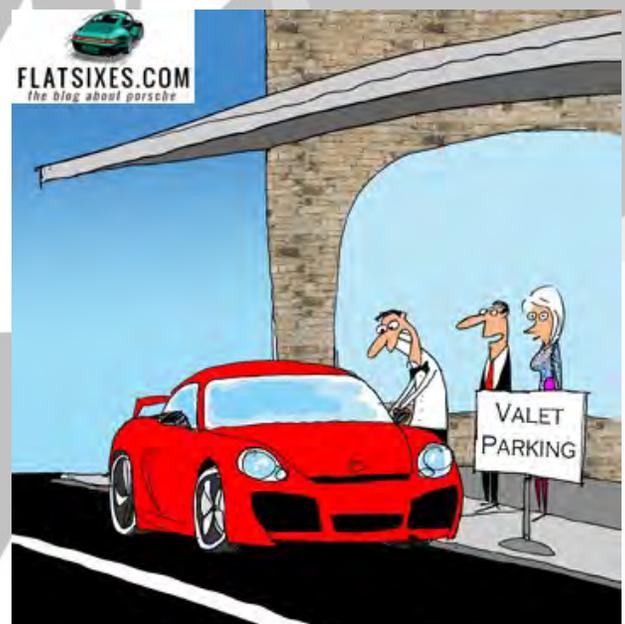
In this issue of your Patter, your favorite President - Gary Martinez, asks for your help with Community Service. Please step up!

- In accordance with our by laws, our dedicated Treasurer, Lynda Sobus, explains the financial health of our PCA Chesapeake Region.
- Your Membership Chair, Taylor Ainge returns once more to let us know we have six new members since last month, and just look at who is celebrating an anniversary!
- Our Historian, Bob Rassa returns with his second installment of *Through The Rear Window* and thoughtfully explains the activities that formed the basis of who we are today.
- Rob Mairs rebuilds his transmission with *Dr. Evil* and explains the joy of wrenching, and his Tech partner, Doug Ehmann, got welded along with others at Earl Beck's.
- Did you make it to the Super Slot Car Night? If not, Terrell Williams what you missed and includes a photomontage so we can all see those wonderful smiles on all those "kids" of all ages with their golden trophies!
- Dick Badler returns with a new version of *I get Around* for your enjoyment where he use *Saturday Night Live* to explain a motoring view of his.
- Don't forget to read about and register for the Porsche Parade – 2014, starting on page 23.

■ Have you thought about the advancements of the 911 flat six engine over the years, well wait no longer, staring on page 27 our friends at Car & Driver cover every generation.

■ Next month we will initiate a new series where we will learn how to take care of ours P-cars thanks to Pedro's Garage.

All the Best - Michael



"I used to tip them to park my car. Now that I own a Porsche, they tip me."

Many thanks to our friends at FLATSIXES.COM for their cartoon.



Manufacturing the Porsche Crest.mp4

Click on the above link to see a video on the manufacturing of the Porsche crest.

Enjoy—Michael



Chesapeake Region

the team

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2013 Income and Expense Statement

Chesapeake Region, Porsche Club of America, Inc.

Income and Expense Statement

January 1st through December 31, 2013

INCOME

Events	24,289
PCA Regional Rebates/Subsidy	13,345
Non-Events	9,848
TOTAL INCOME	47,481

EXPENSE

Events	20,055
Operating Expenses	3,150
Non-Event	9,211
TOTAL EXPENSE	32,416

NET INCOME	15,065
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Balance Sheet as of December 31, 2013

ASSETS

Current Assets	
Checking	64,706
Fixed Assets	0
TOTAL ASSETS	64,706

LIABILITIES & EQUITY

Liabilities	0
Equity	64,706
TOTAL LIABILITIES & EQUITY	64,706

Membership

Taylor Ainge

PCA Chesapeake Region Membership Report For **January 2014**

Primary Members:	738	Affiliate Members	489	Total Members	1,227
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New Members:	Paul D. Bach	Phoenix, MD	2012 Cayenne
	Learic Cramer	Columbia, MD	2010 911 GT3
	C. Michael Johnson	Saint Michaels, MD	2013 Boxster
	Bill Parlatore	Annapolis, MD	2008 Carrera S
	Damon Lowney	Columbia, MD	
	Afshin Parsa	Columbia, MD	2002 911

Transfers In:	Mark A. Guringo	Elkton, MD	1983 911 SC
	Jeffrey Tapkas	Hanover, MD	1988 911

December Anniversaries:

1 Year	Deborah Barton / Jeff A. Barton / Tom Fretz / Scott C. Horst / Laura McInerney / Laury Parramore / Michael J. Parramore / Kahle Perez / Dr. Brock A. Pinelli / Bryan Hibbs / Ed McCauley / Matthew Ruiz / Leslie Sanciangco / Bruce D. Wakefield
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5 Years	Maria Franks / Ryan Franks
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10 Years	Jill Critcher / Julia Sitzmann / Thomas G. Sitzmann / Ann Marie DeGeeter / Thomas P. Rice
-----------------	---

15 Years	Candy Sharp / Sharon Vigorito / Wayne A. Fritze
-----------------	---

20 Years	Jan Clemmens
-----------------	--------------

25 Years	Gary Colbe / Sandra Gleason / Harold M. Goll
-----------------	--

27 Years	Larry S. Nordhause
-----------------	--------------------

34 Years	Justus Garman
-----------------	---------------

35 Years	John C. More
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Durch die Heckscheibe

Durch die Heckscheibe

(Through the rear window)

Bob Rassa, Historian

Last month we discussed when the PATER got started, basically as part of a Chesapeake Region “revitalization” sparked by a bunch of young whippersnappers in 1967 who wanted to do more with their Porsche than talk about the oil change they had last Friday. As part of that revitalization, the Region initiated a bunch of competitive events, such as the popular-at-the-time TSD (time-speed-distance) rally, more gimmick rallyes, and probably most importantly, autocrosses. The Region had done a few gimmick rallyes, but TSD rallyes were pretty much unknown to the Region.

At the time, there were about eight active sports car clubs in the Baltimore area, including the Chesapeake Sports Car Club (CSCC), probably the most popular and most active, the Mustang Club, Corvette Club, Volvo Marque club, Maryland Automobile Sports Enthusiasts (basically a group of Johns Hopkins Applied Physics Lab enthusiasts), Autocrossers Inc. and one more I can’t recall (hey, this was in 1967, remember?). There was a collective of these clubs called the Baltimore Area sports Car Council (BASCC), of which PCA-CHS was a member although heretofore inactive, and the main focus of the BASCC was to coordinate club calendars to avoid conflicting events, and to orchestrate a series of competitive TSD rallyes in a season-long Team Trophy Rally series, or TTR. PCA-CHS really wasn’t a participant in this primarily because the Region didn’t have any real TSD rallyists. After we re-energized the club, we were able to put on our own TSD rally and officially join the series, which consisted of 8 TTRs held from March to October. The winners of the series were feted at an awards dinner held usually in mid November after the season ended, and it was popular. A typical TTR would draw between 60 and 80 cars, sometimes even higher, and the competition was intense! There was a plethora of rally equipment available, including the primo device (Halda Speedpilot; I still have mine!) and Curta calculators (still have that too).

I became the rep to the BASCC for PCA-CHS, and suggested in 1968 or 1969 that we initiate a Team Trophy Autocross series as a companion to the rally series, a suggestion that the BASCC approved immediately. We wrote the rules in a few months and the series started, I believe, in 1970, with huge success. We scheduled 8 Autocrosses, again from March through October, and this series was immensely popular with each event drawing upwards of 80 cars and often up to 100. Back then Maryland was a “blue law” state, meaning all retail except for grocery, pharmacy and gasoline stations could not be open on Sundays, so we had a bunch of shopping mall lots available to us, such as Towson Plaza, Eudowood Plaza, and Hunt Valley Mall, plus the now-defunct Kart-Um-Downs go-kart track near Belair, Maryland. We also used the Laurel racetrack parking lot on occasion. The autocross series drew entries from the Washington DC area as well as southern Pennsylvania, and surely helped finance all BASCC club activities. As with the TTR series, we held a Team Trophy Autocross banquet in the fall and handed out nice bowling trophies (initially), graduating to pewter bowls and cups from Smythe Jewelers as we grew weary of those ugly stand-up bowling trophies. I still have a bunch of the pewter ones, but when I moved back to MD from CA a few years ago, I wisely chose not to pay for hauling those monstrosities across the US and they went into some dump somewhere.

Chesapeake Region no longer does TSD rallyes, although we do tours and a gimmick rally or two, but autocrosses are a main event that draws the competitive spirit out in our members. And interestingly enough, most of the other BASCC clubs are long gone with not even a Wikipedia mention while PCA-CHS survives and continues to grow. This is likely due to the fact that it’s the people, not just the cars, that make us a success.

Coming next month: A fun sports car weekend event in Ocean City.

Rob Mairs

Trip to the Transmission Doctor (Dr. Evil)

Dr. Evil's clinic sounds like something that belongs in a rap song or an Eagles' follow on to "Hotel California" rather than a group get-together where attendees take their transmissions apart. But as strange as it may sound Dr. Evil runs clinics all over the country on rebuilding Porsche transmissions. Dr. Evil, aka Mike Lesniak, is actually a family practice physician living and practicing just outside Pittsburgh, PA. However he also seems to have a strange desire to help other oddball car guys rebuild their transmissions. I learned about Dr. Evil and one of his clinics on one of the local car forums: Dorkiphus.net. Another car guy, Scotty Burnett of Kahiko Customs & Restorations in Charles City, VA was hosting one of the clinics at his shop the same weekend as our slot car night.



I recently bought a Porsche 914/6 that had been prepared for SCCA races primarily at the Portland International Raceway. The gears in the transmission had been changed to what is commonly called an "airport or gymkhana" gear set – much closer together and lower than normal. The result being a car that at 55mph was turning 3400 rpm – not conducive to reasonable highway driving! Therefore when I saw the forum thread in Dorkiphus about a clinic nearby I signed up. Although my transmission didn't need to be rebuilt, I badly needed to change the 4th and 5th gears so I could cruise at 65mph at around 2700 rpm.

So on Saturday morning, February 8th, at 9am I showed up at the shop near Richmond, VA along



with 10 other guys with their transmissions. We were to bring a more or less standard set of wrenches, sockets, screw drivers, rags and rubber gloves along with either a table or stands with a board. I assumed it would be like a class where the teacher started taking the transmission apart and we would follow. Instead Dr. Evil wanders from table to table giving advice as we begin to take the tranny apart. Luckily for me he came over to my table as I started to open up mine. As I lifted off the section opposite the clutch end, about 6 pieces fell to the floor (gears, bearings and others)! Not knowing where they belonged, I was already panicking but not to worry says Dr. Evil as he tosses them onto the table. He then shows me how to pull the main and pinion shaft out of the case and begins taking it apart.

If I had been taking it apart I would have carefully lined up the pieces in order so I could put it back together the same way it came off. back together!

But not Dr. Evil who has done this so many times he knows where all the pieces go. The result – a table full of parts and I had no idea how I was going to get this thing

The next step was for us to clean all the parts as Dr. Evil goes from table to table assessing the condition of gears, synchronizer rings, synchro hubs, bearings, sliders, forks, washers, etc.

Dr. Evil carries with him a bunch of parts he has either been given or taken out of donated transmissions as well as new parts. Whatever is needed he has it. All I needed was two standard 4th and 5th gears and I traded Dr. Evil the two out of my transmission. He also thought one of my synchro hubs needed to be replaced.

As the day wound down, 4 of us could see that without too much more effort we could finish that day. As others started drinking beer and chit-chatting the 4 of us began the reassembly – with the help of Dr. Evil. There are several special tools needed in both disassembly and the reassembly so going to the clinic solved that problem as Dr. Evil has them all plus some special ones he

has made. At 9 pm, the 4 of us had finished and began cleaning up our messes. Luckily I didn't have any left over parts and I am just hoping I have 5 gears forward and not 5 in reverse! Cost for a rebuilt transmission with two new gears - \$300. That is what the good Dr. charges for attendance. Spectators are free and we had about a dozen. Most of those who brought transmissions came from Potomac region, one from Tennessee and one from North Carolina.

My Tech Committee co-chair Doug Ehmann and I have talked about having a clinic closer than Richmond, VA and if there is enough interest Mike (Dr. Evil) would be happy to oblige.



I Get Around

Dick Badler

O Roseanna
Jane: And now, with tonight's commentary, here's Roseanne Rosannadanna.

Roseanne: Thanks, Jane.

A Richard Feder, from Ft. Lee, N.J., writes to say, "Hey, Roseanne, what's with this cone incident on the George Washington Bridge? I live in Ft. Lee. In fact, I can see the bridge from my apartment. And I can say it's bumper to bumper every morning, noon and night. Sometimes all morning, noon and night. You don't need to close a lane, in order to create a traffic jam. And you certainly don't need traffic cones to do it. You just wake up in the morning, and it happens, like the sun rising in the east.

"And now, my neighbors and I are enduring all these tourists, these rubberneckers, these souvenir hunters, these TV news crews, these subversive political animals, pouring into our nice, bucolic burg, all looking for evidence that Chris Christie was here.

"What can we do?"

Hey, Richard, who told you to live in Ft. Lee? It's a free country, isn't it? You can live anywhere you want. Why there?

Why do people who live near airports complain about the air traffic? Why do people who live near bridges complain about the car and bus and truck traffic?

And here's something to ponder. Do you know what came first? Do you have any idea what your nice, high-rise apartment with the view of the bridge was, before your town was paved over, to make way for progress? Here's what it was; an amusement park!

Yeah! And not just any amusement park. It was Palisades Park. And there was even a hit song about it. Down at Palisades Park.

And you probably thought the song was sung by Lou Christie, didn't you. Who you think is a long-lost relative of your current sitting governor. Now, that would be real poetic justice, wouldn't it.

But it's not true. It was sung by Freddy "Boom Boom" Cannon. How's that for irony, Mr. Feder?

No, Mr. Feder, your real problem is the Coneheads. That's right, Mr. Feder, people who steal cones and set them up in parking lots, creating all sorts of zigs and zags, totally ignoring parking spots and arrows and entries and exits. These are the people you really should be worried about.

Because, do you know what these people do with their cones, after they've set them up in weird patterns in parking lots? They put them on their heads. And then they walk around, talking like robots, and saying they're from France.

I'm not kidding, Mr. Feder. It's scary. They can't help it. And neither can our Immigration and Naturalization Service. Because, you see, they're not from France at all. They don't speak French. And they're not

from here either, because they don't speak American. They don't belong here. There's your issue, Mr. Feder. There's a real issue for you.

Now, here's the kicker for you, Mr. Feder.. Do you have any idea what the Coneheads did, before your nice, bucolic high rise apartment in the sky was created? That's right, they set up their cones in the Palisades Park parking lot, on days when the amusement park was closed.

Which is why they're back, storming around your town and your bridge. Mr. Feder, you need to have mercy on these souls. They're lost. Lost. Because they can't find their way home. First they put up a parking lot. Then the city was gone.

Can you blame them?

But there's more. Coneheads drive fast cars. And they drive cars fast. And their cars all have sunroofs. And the sunroofs are always open. So their cones can have headroom.

Do you drive fast, Mr. Feder? I bet you drive something like a beater Corolla. Which is good for one thing, sitting in traffic on the George Washington Bridge. I want to walk up to you and knock on the window and say, hey, mister, I, Roseanne Rosannadanna, am walking beside you. And I'm keeping up. Don't you think you can go a little faster? I want to get to where I'm going before I'm too old to know I got there.

I walk up to Corvette owners, and I say, hey, stud, where are you going?

I walk up to Porsche owners, and I say, hey, wo gehst du hin? I don't say, hey, ou allez vous. They're not from France, Mr. Feder. That should be a clue for you.

Jane: That's enough! Enough! Roseanne, you, madam, are out of time. And you're out of mind.

Good night and have a pleasant tomorrow.

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Super Slot Car Night

Terrell Williams

Oh what a Super Slot Car Night! PCA members, families and friends of the PCA enjoyed a great afternoon as the PCA's Chesapeake Region hosted another wildly successful Super Slot Car Night at the Parkville Family Y.

Over 40 adults and 10 children participated in this year's mid-winter family Porsche event. For the second year, four lanes of track mimicked the Baltimore Grand Prix race course. The event drew several Chesapeake Region PCA Board Members, club President Gary Martinez, Vice President Claude Taylor and PCA National President Manny Alban. Everyone was entertained by the hijinks of Bob Gutjahr and Manny Alban. According to Manny, Bob's slot car so slow it must have been a "diesel Porsche". During

that same heat, an unexpected lane impediment – strategically placed by Manny blocked Bob's car in the middle of the race but Bob won his race despite the roadblock.

Most folks sampled four pots on tasty chili this year. Missing this year were pots of Chocolate Turkey and Low Sodium with Organic Beans chili, but we did have a Sweet Potato Chili entry. In the end, the chili competition was won by Lisa Paul who claimed to be new at making chili.

This year we setup a kiddy track as to keep the children continuously entertained. Thanks to PCA club friends, Sean and Kathy Ricketson for setting up their track for the juniors.

The Juniors had very competitive races with 4 heats. We saw some fierce racing between the youngsters this year with a returning winner from the last two years looking for a three-peat. Heat winners were Zachary, Julian, Zach and Peter. Julian ultimately took the Jun-

iors Championship in an exciting race that prevented that much coveted three-peat.

This was clearly a night where all the kids were winners and each received a trophy for participating.

There was a crowded field of racers this year with a total of 8 heats. It was exciting to have just about everyone in the room participating in the racing. Heat winners included; Gary Martinez in his lightweight GT3, Sean Ricketson, Lori Williams, Derek Alban, Rick Merriken, Bob Gutjar, Terrell Williams and William Geiger Sr. In the end, we crowned Derek Alban as the Super Slot Car Champion. Sean Ricketson took second place honors and Rick Merriken earned a third place trophy.

The Adult Enduro race winners were the 'Autocrossers' team of Rick Macinnes, Rick Merriken, Claude Taylor and John Jensen. They outraced the teams of 'Deadly Drivers' and 'Above the Crease Racers' in perhaps the most competitive race of the evening.

A very able team of volunteers that included Rick Macinnes, John Jensen, Rick Merriken, Region Vice President Claude Taylor and Chesapeake Region President, Gary Martinez were superstars in assembling the Baltimore Grand Prix layout. Mike Cook, once again excoriated the track gremlins with his technical wizardry. Lori Williams was everywhere in setting up tables and chairs, organizing the various food items, picking up bottled water at the last minute, registering racers and helping in many other ways.

Many thanks to the management and staff at the Parkville Y for being very accommodating for our event. The Chesapeake Region PCA will be making donation the Parkville Family Y for use of their Activity room.

Super Slot Car Night

Terrell Williams



Super Slot Car Night

Terrell Williams



Upcoming Events 1

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.**

SOCIAL EVENT - VOLUNTEER APPRECIATION



DATE: Wednesday, April 2, 2014

TIME: 6:15PM to 9:15PM

LOCATION:
Snyder's Willow Grove
841 N. Hammonds Ferry Road
Linthicum, Maryland 21090
Phone: 410-789-1149
www.snydersrestaurant.com



As a huge thank you to the all of our members that chaired or volunteered on a committee during 2013, please join us for the second annual volunteer appreciation dinner. It's not just the cars, but the people, and because of the many hours our members dedicated this past year, our club has appreciated a wonderful year full of a variety of events. A hot buffet dinner will be enjoyed by all who attend from 6:15 – 9:15 (appetizers until 7pm, and dinner to follow, available until 9pm) and the first drink is on the club. Cash bar available thereafter. For any volunteers that wish to bring a guest, cost of your guest is just \$30. Registration is available on line only at www.clubregistration.net.

Upcoming Events 2

TOUR EVENT - Gettysburg & Inn at Herr Ridge



DATE: Sunday, April 6, 2014

TIME: 11:00am to 6:30pm

LOCATION:

The Inn at Herr Ridge
900 Chambersburg Road
Gettysburg, PA 17325
717-334-4332
www.innatherridge.com



Let's get our Porsches' engines 2014. We will start with a scenic drive through State Park, and into Gettysburg. To complete our tour we will dine at The Inn at Herr Ridge in an 1815 Country Inn with plenty of history.

revved up for our first tour of drive going North thru Corburg PA. To complete our

RSVP by March 30th to Mike Cook at www.tour@pcachs.org, and how many will be in your party.

TECH EVENT - RON'S RODS



DATE: Saturday, April 12, 2014

TIME: 9:30am to 4:00pm

LOCATION:

6724 Sunshine Avenue
Kingsville, MD 21087
410-592-1148



The PCA-Chesapeake Tech Committee is pleased to announce that we're having a clinic on auto body and frame metal work. We recently had two welding classes for our members. Now you'll have a chance to see those skills put to use by a skilled artisan. We hope you will be able to join us at **Ron's Rods**.

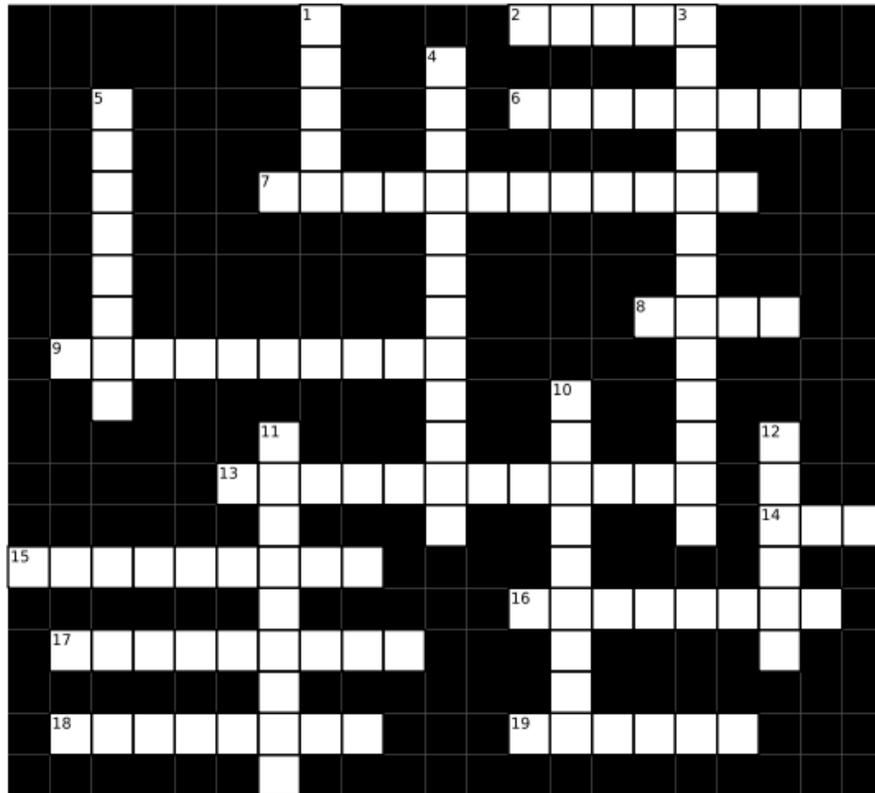
Ron has over twenty-five years of experience doing metal work. His cars have been national award winners. Ron has won the national open invitational award at the York, PA hot rod show four times and the best in show at World of Wheels. Ron also builds turn-key hot rods. Ron's assistant, Dan Addington, will be at the session, too.

Please Note: We have a limit of twenty people for this session, so sign up early. We'll place those over the first twenty on a waiting list, and hope we can accommodate them in the future. Registration is available on line through www.ClubRegistration.net

PORSCHE PUZZLER

March Puzzle

Porsche Parts Mark Hubley



- Across
- 2 Fox
 - 6 Not part of a 993
 - 7 Part of a 911 or 944 that may also be found in a bakery?
 - 8 Track junkies want this to be limited
 - 9 Rear spring of a 356 or 944
 - 13 Reduces oversteer in a 928
 - 14 Not for the US market
 - 15 Kelly McGillis drove one in Top Gun
 - 16 Material for late 944 control arm
 - 17 _____ joint
 - 18 Maker of A008P
 - 19 GT3 console _____

- Down
- 1 Turbine
 - 3 Not the master
 - 4 It might have cooling fins
 - 5 Not included in an early 996
 - 10 Rubber ones can be replaced with braided stainless steel
 - 11 A painted crest on this is optional
 - 12 _____ tube

PORSCHE PUZZLER

February Puzzle Solution

Music and Movies Mark Hubley



- | | |
|--|---|
| <p>Across</p> <p>3 He scored an overall victory at Le Mans for Porsche in 1970.</p> <p>5 Displacement of an SC.</p> <p>7 An arachnid that's keeping an eye on you?</p> <p>8 A 356 high performance motor.</p> <p>10 996 Achilles' heel?</p> <p>14 An option on the 930.</p> <p>15 "My friends all drive _____."</p> <p>16 A shade of silver.</p> | <p>Down</p> <p>1 Not part of a 964.</p> <p>2 Perhaps a more common term for the 930.</p> <p>4 A 928 rolled into a lake in this movie.</p> <p>6 Chesapeake Region's chief driving instructor.</p> <p>9 Car owned by Chesapeake Region's new president.</p> <p>11 In a song by David + David, "Ms. Christina drives a nine _____."</p> <p>12 He drove a guards red 944 in Sixteen Candles.</p> <p>13 Co-driver for the 1970 victory at Le Mans.</p> |
|--|---|

Porsche Parade 2014

Monterey, California!

Monterey is the site of our 59th Porsche Parade, to be held this June 15 through 21, 2014. This is PCA's annual extravaganza of competitive and social events. Only minutes away from the beautiful Pacific Ocean, we'll be treated to drives on the famous Pacific Coastal Highway, to some of California's legendary vineyards, and through the hills and valleys of northern California. Of course, Parade has a long history of friendly competition and that will continue this year with the always challenging Concours d'Elegance, TSD rally, autocross, and the tech-quiz.

Registration

Registration will open on April 1st (new date!), and there will be a link to register on pca.org and parade2014.pca.org. This Parade will be very popular, but we will accept ALL entries. We can accommodate all entrants for each of the banquets and all competitive events, as well as most activities. Tours on some days will sell out, however.

Upon checking out of Parade registration, you will receive an email with the [link to our host hotels and discount codes](#). We have blocked rooms at five area hotels, and we do expect hotel rooms to fill up quickly.

Check In

Parade entrants should check in for Parade on Sunday, June 15 between 9 am and 5 pm. This is the only time when all the event chair-people will be all together in one place to check you in, answer all your questions, and make sure you have the banquet seats you want, pick up your meal tickets and are classified properly for the competitive events you've en-

tered. That is when you get your Parade goodie-bags and volunteer t-shirts. Late check-in is available throughout the week, but we recommend getting to Monterey on Sunday.

Banquets

We have five banquets, our Welcome Party on Sunday the 15th, the Concours banquet on Tuesday, TSD banquet on Wednesday, AX on Friday, and our Victory banquet on Saturday. You can sign up for all of them, or individually, through registration.

Competitive Events

The Porsche Concours d'Elegance is the showcase of the week's activities and gets started early on Monday, June 16th on the beautiful fairways of the Monterey Hyatt. We have classes for every Porsche and stage of preparation—from "Full" preparation to "Street" class where only the interior and exterior, including wheels and tires, are judged.

The Mobil TSD Rally on Tuesday June 17th takes us in and around the beautiful vineyards, hills, forests and beaches of the area in a rally that's sure to become the stuff of legend. We'll be offering the TSD Rally School on Monday evening, June 16.

The Michelin Autocross is on Wednesday and Thursday, June 18 and 19 at nearby Marina airport.

Whether you study-up or just show up, the **Technical/Historical Quiz** on the morning of Friday, June 20 is always a great way to show what you know about our favorite cars... or to face what you don't.

Events and Activities

Parade Kids

The Parade Kids program has become a favorite of our family of enthusiasts, with many of the kids forming enduring friendships and looking forward to Parade each year. The 2014 Parade Kids program will have plenty of fun and adventure, true to the California spirit of fun, adventure, and learning in Monterey.

Hospitality

The Hospitality area is always one of the best places to hang out at Parade, whether you're perusing the various vendors, partaking in the planned Beer or Wine tastings, or just looking to visit with friends before heading out to dinner.

Gimmick Rally

The Gimmick Rally will be held Thursday, June 19th, and is designed to provide a scenic and entertaining outing for everyone, children included. The route showcases the 17-Mile Drive, the Lone Cypress, Carmel and its famous Mission, historic John Steinbeck sites and much, much more. The choice of this year's gimmick will be unique, and provide both fun and challenge, along with capturing the amazing scenery and character of the Monterey Bay area.

Tours

Throughout the week you will have an opportunity to go on a different driving tour each day. In addition, most driving tours will run more than once during the week in the event you commit to another activity on a particular day. All tours include a variety of points of interest and a destination.

Tech Academy

The fifth annual Parade Tech Academy will be held Friday, June 20th, immediately following the Tech Quiz. Once again, we have an exciting mix of our outstanding PCA Technical Committee and outside speakers. By attending more than one session, you

become eligible for "Tech Academy Accreditation" of various levels, depending on the number of sessions you attend:

- Five Sessions equals a "Doctorate"
- Four Sessions earns a "Masters"
- Three Sessions takes a "Bachelors"
- Two Sessions starts you with an "Associate"

Michelin Drive and Compare

Another great event at Parade is the Michelin Drive & Compare and this is your chance to take a couple of thrill laps around the course in two identical Porsches with two different types of tires.

Golf Tournament

Please join us on Wednesday, June 18 for the annual Porsche Parade Golf Tournament. We will be playing at the Pacific Grove Golf Links, on the tip of the scenic Monterey Peninsula, overlooking Point Pinos and the Pacific Ocean, just a short 5 mile drive from the Hyatt.

Parade of Porsches

The final driving event of Porsche Parade will give you an opportunity to Parade your Porsche and take in the spectacular scenery of Monterey and Pebble Beach. You'll take in breathtaking views of the coast and hills surrounding Monterey and provide a great view to the locals of all our beautiful Porsches cruising by.

Art Show

The art-show is one of Parade's "must see" events, providing a great venue for our talented and creative members to show off their vision, creativity, imagination and skill. This Parade event continues with categories in fiber arts, jewelry, painting, crafts and photography (both amateur and professional divisions). All Parade entrants may participate, including children. We have an expert judging committee as well as our favorite people's choice award. Take some time during the week just to see the amazing talent of our PCA artists and craftspeople from around the country.

Driver Education

One of the most asked questions about this year's Parade: will there be a High Performance Driver Education event at nearby Mazda Raceway at Laguna Seca. The answer is yes-June 21-22. For more details, be sure to visit the Parade website. Space will be limited!

5K Run/Walk

One of the best ways to finish off your week at Parade is the 5K run/walk. The event will be held the morning of June 21st, with age classes from 10 years to 80+ years and awards for top male/female in each class, T-Shirts, and a commemorative item for each participant. Please join us!

R/C Cars

The R/C contest has become a favorite in recent years with kids young and not-so-young. If you have a "ride" get entered. If not, then come and watch. It's a blast!

Goodie Store

Everyone who's ever been to Parade knows this is a must-do on your shopping schedule. Whether it's for this year's logo designed outerwear, special jewelry, Porsche-themed books, or to add to your miniature car collection, the 2014 Porsche Parade Goodie Store

will have a great array of products.

Volunteering

For "normal" people, vacation is the time to relax and be served. Porsche Parade is 99% volunteer supported! That's how all of us from all over the country get to know each other, by working a couple of four hour shifts during the week with other PCA members. As a thank you, you will be eligible to attend the exclusive Volunteer Party Luncheon on Saturday, June 21st—there are numerous door prizes too!

Prior to Registering for Parade

Ensure you have an account for the member-only portion of www.pca.org. You will need to login to register for Parade. Check to see that all your information is up-to-date and current, especially your e-mail address. All pre-Parade materials are sent to you via e-mail, and are posted on the Parade website <http://parade2014.pca.org>.

Registration Fees

Everyone signing up for Parade must pay an entrant fee of \$169, which covers the entrant and co-entrant.

Fees for the four major competitive events are:

- Concours -- \$30 per car,
- Autocross -- \$30 per driver,
- TSD Rally -- \$15 per car, and
- Tech/Historical Quiz -- \$15 per person.

Entrant fees for guests are as follows:

- JPP/CAFP -- \$20,
- Child age 13-15 -- \$15,
- Child under age 13 -- \$10.

Adult guests -- \$40.

Additional fees apply for banquets and for selected other activities.

Advance Registration is mandatory -- there is no on-site registration during Parade. Parade registrations are not transferable. Fifty percent of your registration fee and 100 percent of your banquet fees will be refunded if your e-mailed cancellation request is received on or before June 10. There is no refund for cancellations made after that time. You may make changes to your registration at any time before June 10.

Questions!

If you have questions regarding Parade, please consult the Parade website at Parade2014.pca.org. If you are unable to find your answer there, email Kathleen Behrens, Parade Registrar at registrar@pcaparade.org or call 503.579.3423 (please leave a message).

THE MUST-DO PORSCHE EVENT OF 2014! in beautiful Monterey, California

- Autocross
- Concours
- Rally
- Tours
- Tech Sessions
- Social Events
- More!



**Legendary
Monterey!**

Registration
opens March 11,
2014 so start
planning now!

Learn more and register at parade2014.pca.org

Flat Sixy: The Evolution of Porsche 911 Engine Size, Technology, and Output in the U.S.

Car & Driver

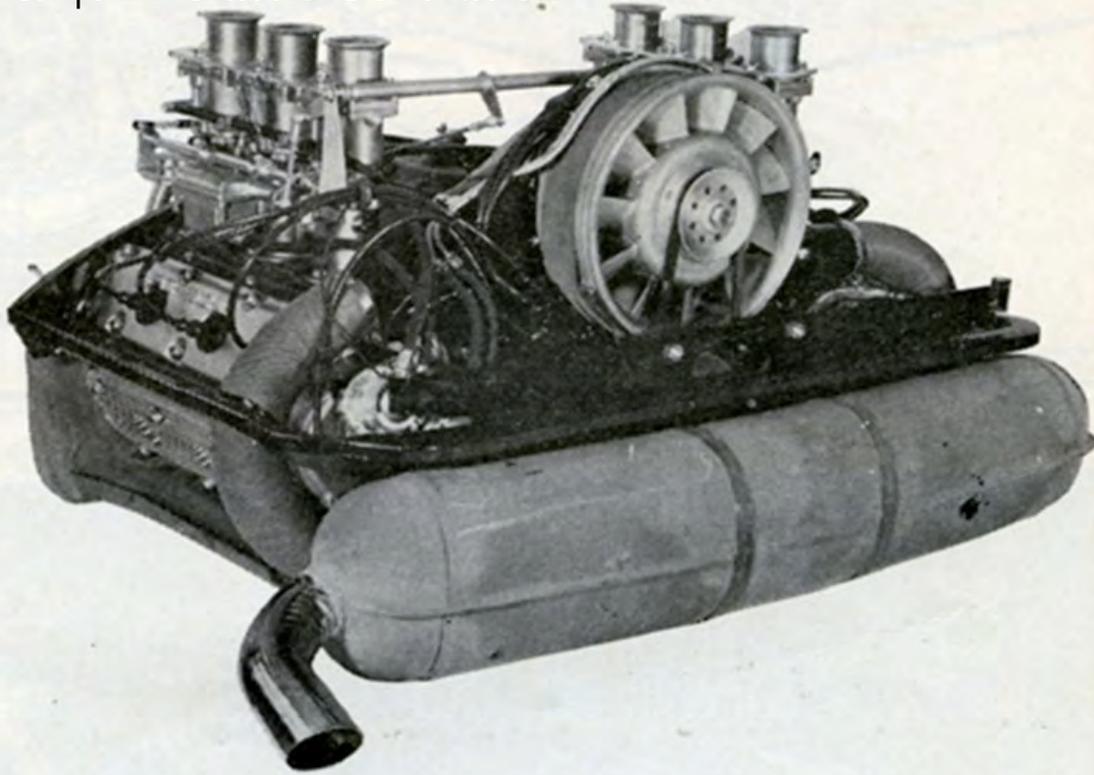
December 13, 2013 by Alexander Stoklosa



Someone once said that “a powerful rear end is a vitally important thing to possess,” and we’d be inclined to agree if that quote weren’t entirely made up. Still, the wizards at Porsche must live by a similar mantra. For more than 50 years, engineers in Stuttgart have been extracting greater and greater levels of power out of the 911’s signature rear-mounted flat-six engine. This despite the dynamic spookiness that stemmed from all that mass hanging out behind the rear axle, which used to reward cowardly drivers—don’t lift!—with some of history’s least-intentional drifts.

In 1964, the 911’s six displaced 2.0 liters and was air-cooled, but over the years it has gone up and down in displacement, strapped on a turbo or two, and—*gasp!*—incorporated a water jacket for cooling. As part of our celebration of the 911’s 50th anniversary, we’ve laid out a quick history of the iconic sports car’s engine size, technology, and output evolution as it relates to the U.S.

1964—1989 | 911 Classic Generation



1965 Porsche 911 2.0-liter flat-6 engine

1964: The 911 enters production with a 2.0-liter, air-cooled SOHC flat-six making 148 horsepower and 140 lb-ft of torque.

1967: Porsche adds the sportier 911S to the range with a modified 2.0-liter making 180 horsepower and 144 lb-ft of torque. A higher compression ratio, as well as changes to spark and cam timing and the carburetors, contribute to the added power.

1968: The 911S is pulled from the U.S. market thanks to stricter emissions standards; the base model is rechristened 911L and gets no engine changes.

1969: Porsche brings back the 911S, now with an emissions-compliant Bosch fuel-injection setup shared with the mid-level 911E. All 911 engines switch from aluminum blocks to magnesium, and power rises to 125 ponies and 131 lb-ft of torque on the 911T, 158 horsepower and 145 lb-ft on the 911E, and 190 horsepower and 152 lb-ft on the 911S. The 911T continues to use Weber carburetors.

1970: A new 2.2-liter flat-six is dropped into the 911T, 911E, and 911S; the block is again magnesium and the

basic aluminum head design is shared across the range. Output rises to 142 horsepower and 148 lb-ft of torque in the 911T, 175 horsepower and 160 lb-ft in the 911E, and 200 ponies and 164 lb-ft in the 911S.

1972: North American emissions requirements again force change, this time to a lower compression ratio; Porsche ups the flat-six's displacement to 2.4 liters to make up for the lost power. All 911s are now fuel-injected, netting the 911T 157 horsepower and 166 lb-ft of torque. Output in the 911E swells to 185 horsepower and 174 lb-ft, while the 911S delivers 210 horsepower and 181 lb-ft.

1973: Porsche introduces the Carrera RS 2.7, a homologation special that isn't officially imported to the U.S. It utilizes a racing-spec 2.7-liter flat-six, but as a result of horsepower ratings switching from SAE gross to SAE net, the RS officially makes "just" 200 horsepower and 188 lb-ft of torque. Regular 911 models see an on-paper reduction in output, with no mechanical changes save for the fitment of Bosch K-Jetronic electronic fuel injection to the 911T.

1974: All 911s get the RS 2.7's 2.7-liter flat-six with K-Jetronic fuel injection, and the 911T and 911E model designations make way for 911, 911S, and Carrera. Output inches up from its emissions-choked backpedal in 1973, but even with more displacement, the 911 makes just 143 horsepower and 168 lb-ft of torque. The 911S and Carrera pack a more-palatable 167 horsepower and 168 lb-ft.

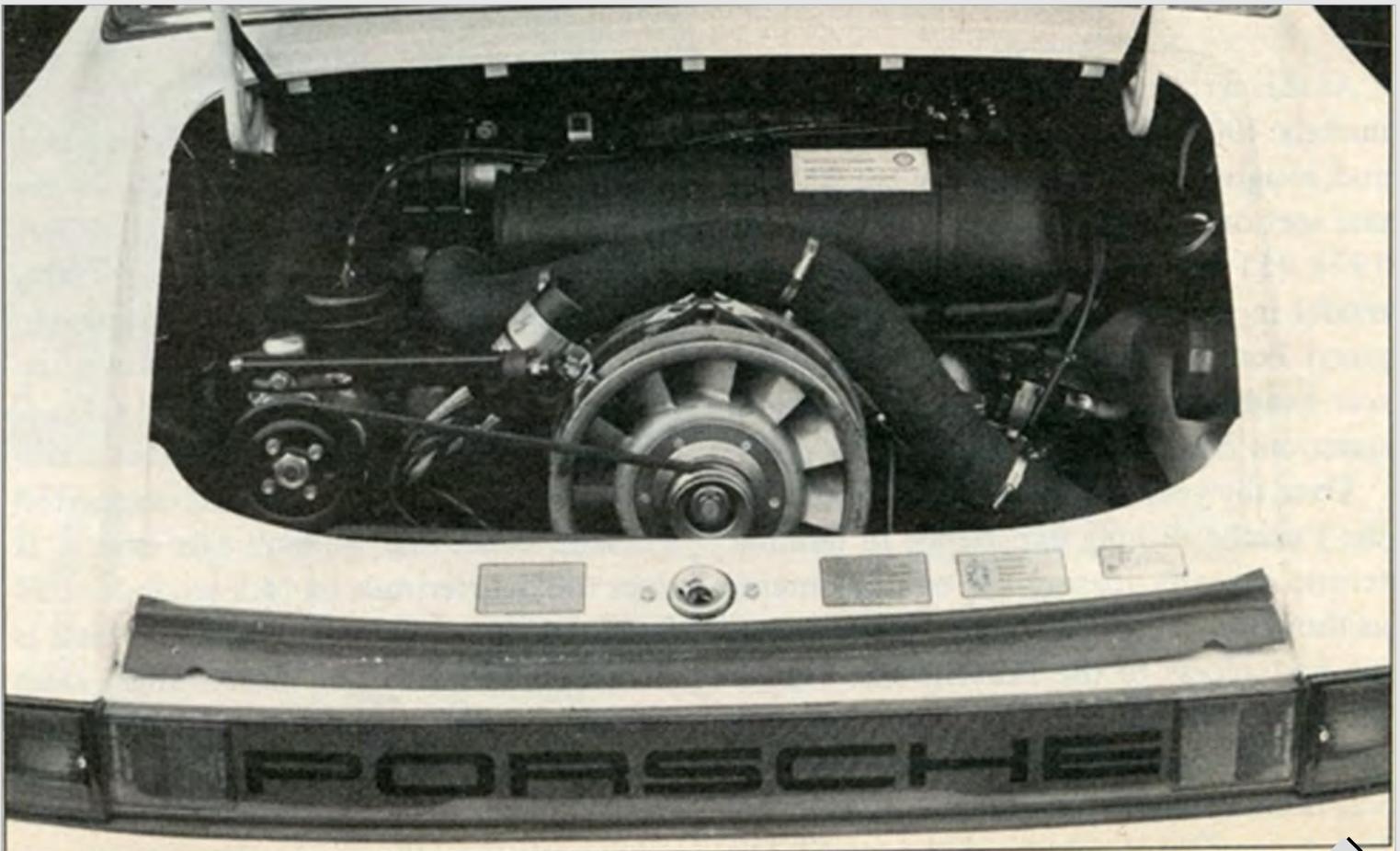
1975: More emissions restrictions push output ratings down further, and the base 911 goes on hiatus. The 911S and Carrera produce a meager 157 horsepower and 166 lb-ft—in California the horsepower figure is even lower.

1976: Enthusiasts welcome the Turbo to the 911 family. A KKK turbocharger fitted to the 2.7-liter flat-six boosts output to a healthy 234 horsepower and 246 lb-ft of torque, a huge improvement over the 911S's carry-over engine. The hand throttle between the 911's front

seats (essentially an idle-speed adjuster to ease cold starting) disappears. It is rendered obsolete by the fuel-injection system's new vacuum-operated warm-up regulator.

1978: A new, aluminum-block 3.0-liter flat-six replaces the 2.7-liter magnesium-cased unit. The 911SC—equivalent to the previous year's 911S—makes 180 horsepower and 187 lb-ft of torque. Thanks to an air-to-air intercooler, the Turbo moves further up the insanity ladder, producing an epic 265 horsepower and 290 lb-ft; turbo lag remains an issue.

1980: Those pesky emissions rules catch back up to Porsche, necessitating the Turbo take a vacation from the U.S. market. The 911SC continues unchanged, but with the 3.0-liter now uniform across the U.S., there are no differences between the California car and those sold elsewhere. Output lowers to '78 California car levels: 172 horsepower and 189 lb-ft of torque.



1978 Porsche 911 3.0-liter flat-6 engine

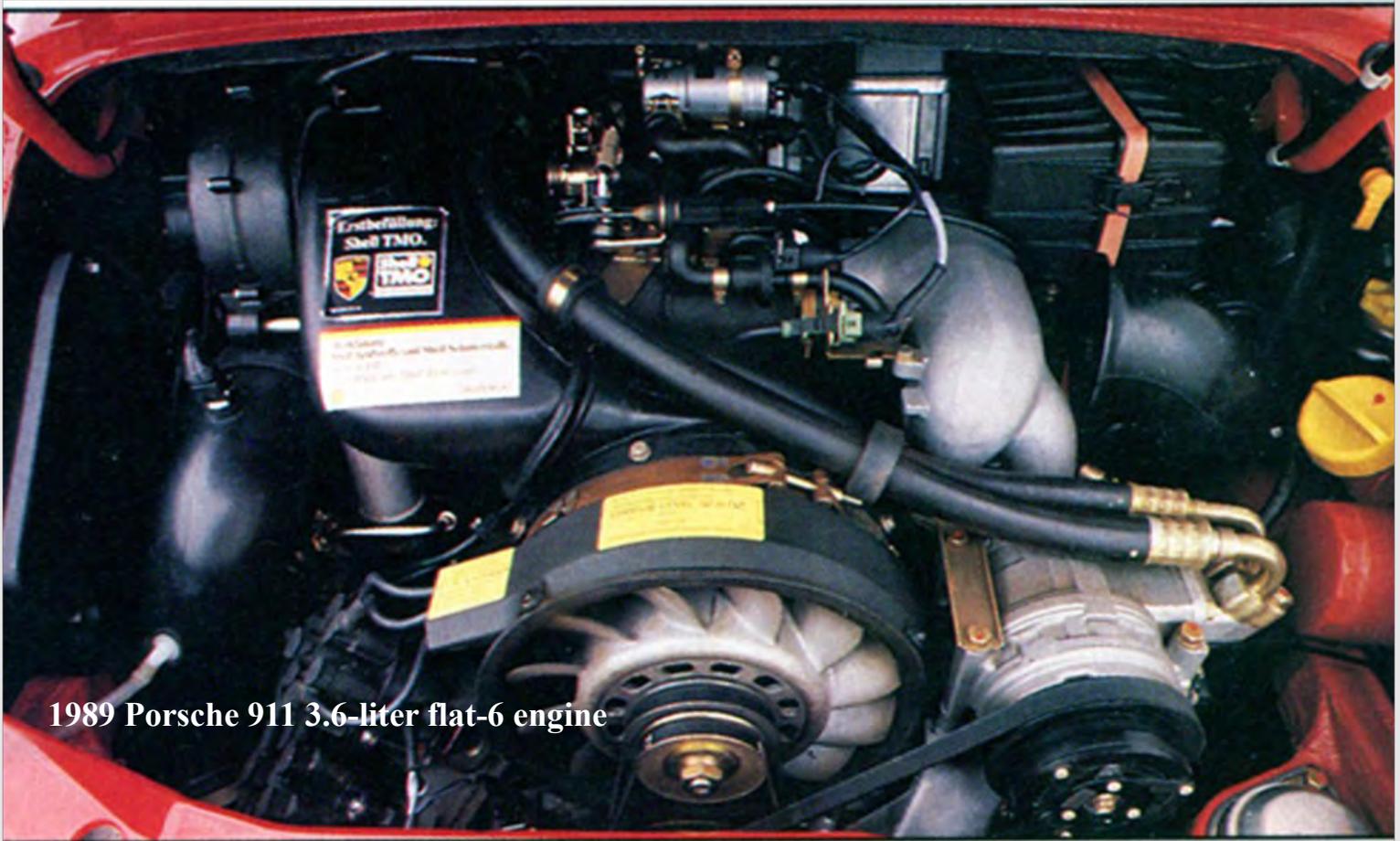
1984: The 911SC designation gives way to Carrera with the introduction of a new 3.2-liter flat-six. Still a SOHC engine, the 3.2-liter switches from Bosch's K-Jetronic fuel injection to the more modern Motronic system. Horsepower rises from 172 horsepower to a solid 200, but torque drops by 4 lb-ft from the 189 lb-ft of the previous year's 3.0-liter.

1986: The Turbo returns! This time, it's powered by a

282-hp, 3.3-liter flat-six. The Turbo's signature widow-making, boost-dependent dollop of mid-range torque checks in at 278 lb-ft.

1987: Changes to the 911 Carrera's Bosch fuel-injection system bumps the 3.2-liter's output to 217 horsepower and 195 lb-ft of torque. This necessitates the switch from the 911's long-running five-speed manual to a stronger Getrag unit.

1989—1994 | 964 Generation



1989 Porsche 911 3.6-liter flat-6 engine

1989–90: The C4 911 debuts with a much larger engine, a 3.6-liter flat-six that's still all-aluminum. Predictably, power rises. The base Carrera 2 now makes 247 horsepower and 228 lb-ft of torque. The new all-wheel-drive Carrera 4 is slightly heavier, but its 3.6-liter engine is identical to the rear-drive 911's.

1991: The Turbo returns in the new C4 body style, but keeps the old 3.3-liter. A larger turbocharger and intercooler push output to 315 horsepower and 332 lb-ft of torque.

1992: A limited-production Turbo S, dubbed S2 here in the States, benefits from a revised fuel-injection computer. This gives it an advantage of 7 horsepower and 38 lb-ft of torque over the regular Turbo.

1994: Porsche swaps the Turbo's old 3.3-liter six with a new 3.6-liter unit, keeping the turbo and intercooler from the outgoing car. Output jumps by a substantial 40 horsepower and 52 lb-ft of torque.

1995—1998 | 993 Generation



1994 Porsche 911 Turbo turbocharged 3.6-liter flat-6 engine

1995: The 3.6-liter flat-six gets hydraulic valve lifters and lighter internals, netting an extra 23 horsepower and 15 lb-ft of torque. There is no Turbo for 1995, but it would soon return.

1996: A new variable-geometry intake dubbed Vario-ram boosts output to 282 horsepower and 250 lb-ft of torque. The Turbo is reintroduced in the 993 body style, with twin turbochargers and dual intercoolers strapped to the 3.6-liter six. Porsche reigns in the Turbo's 400 horsepower and 400 lb-ft of torque with standard all-wheel drive.

1997: The Turbo is rejoined by a limited-edition Turbo S, which piles on an additional 24 horsepower thanks to increased turbo boost pressure. It is wicked expensive, costing \$150,000 at the time.

1999—2005 | 996 Generation



1999: The 911's flat-six receives its most radical update ever: It switches from an air-cooled design to a water-cooled setup. Engine displacement shrinks to 3.4 liters, but a bevy of added technology brings output up to 296 horsepower and 258 lb-ft of torque. For the first time, dual overhead camshafts operating four valves per cylinder are used, and Porsche even throws in Variocam, a new two-stage variable intake valve timing system.

2001: Porsche introduces the 996 Turbo, which is powered by a twin-turbocharged 3.6-liter flat-six derived from its GT1 race car. It, too, is cooled via water and features Variocam tech, and produces an impressive 415 horsepower and 413 lb-ft of torque.

2002: The six in base 911 Carrera and Carrera 4 models grows yet again, now displacing the same 3.6 liters as

the 993 model's air-cooled unit. Output swells to 320 horsepower and 273 lb-ft of torque. A new, Turbo-derived GT2 is introduced and lays a smack-down on the 415-hp Turbo with 456 horsepower and 457 lb-ft of twist. The huge power gain comes thanks to an additional 2.2 psi of boost pressure, for a total of 14.5 psi.

2004: The previously not-for-U.S. GT3 is brought over to the States. Essentially a naturally aspirated GT2, the GT3's 3.6-liter "Mezger" flat-six is borrowed from the RSR race car and utilizes the same construction as the GT2 and Turbo that allows for cylinder removal. The internals are also lighter, with titanium connecting rods, shorter pistons, and shorter hydraulic valve tappets. The GT3 is the highest-revving 911, with an 8200-rpm red-line; its 380 horsepower peaks at 7400 rpm, and all 284 lb-ft of torque is available at 5000.

2005—2012 | 997 Generation



2005 Porsche Carrera S 3.8-liter flat-6 engine

2005: Base 911s keep their 3.6-liter flat-sixes and output barely changes relative to the outgoing car, with output totals of 321 horsepower and 273 lb-ft of torque. The bigger improvements come from the Carrera S, which utilizes a larger, 3.8-liter flat-six making 355 horses and 295 lb-ft of torque. Besides boasting more displacement, the S's power advantage comes by way of unique fuel injectors and a reshaped intake.

2007: The 997 Turbo arrives with a twin-turbo 3.6-liter flat-six making an impressive 480 horsepower and 502 lb-ft of torque. New variable turbine vanes in the turbos account for most of the Turbo's increased output. Porsche's mighty GT3 also returns, this time with an even higher 8400-rpm redline and more power. Once again, it gets a 3.6-liter dry-sump engine, as well as lighter internals, a larger throttle body, and a higher compression ratio. Power grows to 415 horsepower and 300 lb-ft of torque.

2009: Direct fuel injection bumps the base Carrera to 345 horsepower and 287 lb-ft, while the Carrera S jumps to a GT3-challenging 385 ponies and 310 lb-ft of twist.

2011: The 911 family spawns yet another new member, the GTS, to bridge the gap between the S and the GT3. Its 3.8-liter six gets new cylinder heads, a unique intake, and a sports exhaust for a 23-hp advantage over the S.

2012: Along comes another special 911, this one based on the GT3: The GT3 RS 4.0. It features the largest engine ever fitted to a production 911, a 500-hp 4.0-liter flat-six. The crankshaft is pilfered from the GT3 RSR race car, and the connecting rods are rendered in titanium. A higher-flow air filter, modified intake manifold, and a freer exhaust are also part of the mix.

2012—Present | 991 Generation



2012 Porsche 911 Carrera S 3.8-liter flat-6 engine

2012: Porsche debuts the all-new 991-generation 911 Carrera and Carrera S. Engine size in the base 911 once again shrinks to 3.4 liters, but horsepower increases by 5 to 350. The Carrera S keeps its 3.8-liter six, now making an even 400 horsepower and 325 lb-ft of torque.

2014: Yet again, the GT3 returns, but this time its engine is derived from the Carrera S's six instead of that of the RSR race car. As a result, direct injection joins the mix, but old-school GT3 tricks like titanium connecting rods, forged pistons, and dry-sump oiling return. Redline increases to 9000 rpm, and power increases to 475 horsepower and 324 lb-ft of torque. This year also sees the return of the Turbo and Turbo S, which add direct injection and get—you guessed it even more power. The Turbo goes from 500 horsepower to 520 and from 480 lb-ft to 487. The S gets 30 more horsepower for a total of 560, while torque stands pat at 516 lb-ft.

THE MUST-DO PORSCHE EVENT OF 2014!
in beautiful Monterey, California

- Autocross
- Concours
- Rally
- Tours
- Tech Sessions
- Social Events
- More!

Legendary Monterey!

Registration opens March 11, 2014 so start planning now!

Monterey
JUNE 15-21, 2014

Learn more and register at parade2014.pca.org

Hello fellow PCA Member,

Porsche Club of America zones, regions, committees, and registers foster camaraderie among owners of all Porsche models. Our **PCA 912+912E Register** is working both to keep 912 and 912E enthusiasts connected, and to introduce these vintage models to other Porsche enthusiasts. Here's a sampling of information, restoration, and technical assistance we share at the Register.



2014 PCA Parade Countdown

It's the 50th anniversary of the 912 prototype cars! **Imagine a contingent of 912s at this year's PCA Parade in Monterey, CA June 15-21**, representing every year produced: painted dash cars, sunroof cars, special order paint cars, soft-window Targas, Euro-engine cars, original owner/family cars, right-hand-drive cars, police cars, LWB cars, 912E sunroofs, you name it. **Get ready, registration opens April 1, 2014 (revised date)**. A couple sample Parade activities:

Interested in enter the **Concours**, or the **Historic Display** area set aside for special/rare/interesting Porsches? Parade Concours prep starts over the first weekend, with Concours and Historic Display on Monday, June 16th.

Our **Register logo** features the Porsche 912 that won the 1967 European Rally Championship for Touring Cars, driven by notable Porsche driver Sobieslaw Zasada. Have you **rallied, autocrossed**, or vintage raced your 912? If so, **set** your Parade sights on Tuesday June 17th.

Go: View **full Parade details** at <http://parade2014.pca.org> , and contact the Register if you'll be attending!

912+912E Digital Resources

Have you visited the 912+912E Register website, Facebook page, or Twitter feed?

- a) Have you participated in an PCA activity in your region, or are you readying your 912/912E to participate in an upcoming event? Restoring your Porsche? Please share the news on our 912+912E Register **Facebook** page (with over 600 'likes'). There you will also find 912-related news from PCA regions, factory news, images, videos, tech tips, articles, and related information that you can receive via internet and smartphone. To access the page, first log in to your FB account, then click or type <http://www.facebook.com/PCA912Register> in your search window.
- b) If you're a **Twitter** user, please follow us at: **@PCA912Register**
- c) We have a 912 & 912E Register page within the **PCA website**, including images, tech Q & A, paint color codes, history of the 912's development, rare 912s, and more. Please visit at: <http://912register.pca.org>
- d) Via **email**, please send your 912 news (photo attachments always welcome) to engrbecker@gmail.com

912+912E Goodies

A new **912+912E Register logo sticker** is available **free** to current PCA Members with a 912 or 912E. **To obtain a sticker, please print, complete, and USPS mail us a SASE with the information on the following page.**

Show your PCA spirit with a **912+912E Register license frame** , now available in brushed stainless or black powder coat. To order online, go to www.pcawebstore.com/Promotional%20Products then scroll down to "912+912E Register License Plate Frame."

Questions or comments? Feel free to contact me via email or cell shown below.

Cheers,

Rick

Rick Becker
912+912E Register Advocate
Porsche Club of America
engrbecker@gmail.com
909.336.0862



Porsche Club of America 912+912E Register Sticker



912+912E Register stickers are available free to current PCA Members with a 912 or 912E. To obtain a sticker, first print and complete the information below:

I am a current Porsche Club of America Member and would like to receive a PCA 912+912E Register sticker.

Name _____

PCA Region _____

912/912E Porsche Vehicle Identification Number _____

Email address _____ Telephone _____

Please mail me the following :

- 912+912E Register sticker for application **inside** clear surface
- 912+912E Register sticker for application on an **outside** surface (think AX helmet)

Additional information

Interests: Restoration Concours Events Technical Autocross Rally

Additional comments _____

I would like to receive future 912+912E Register emails

Please mail this form along with a self-addressed, stamped envelope to:

Rick Becker
PCA 912+912E Register Advocate
PO Box 32472
Bellingham, Washington 98228

Allow a few weeks for processing. Thanks for your interest in our Register!

February 12, 2014

<http://912register.pca.org>

Market

Advertisements in The Market 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.



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.



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.



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.