



# Chesapeake Region

# Patter



12 Hours of Sebring - First Place !

Page 15



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Long

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# Chesapeake Region

# Patter

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# Chesapeake Region

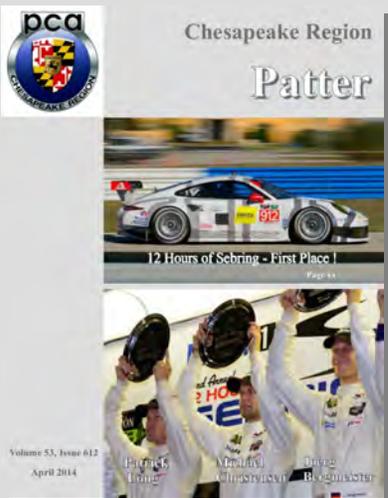
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**T**he Chesapeake Region of the Porsche Club of America serves its club members and hosts activities within the Baltimore, Annapolis and surrounding geographic area, including Maryland's Eastern Shore. The general objective of PCACHS are, as indicated 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.

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](mailto: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.

**Cover Photos: Autoweek,  
Winning 911 RSR and Drivers**





# Chesapeake Region

## from our president

### Welcome to Spring!

Now the fun really starts as I'm sure you are as eager as I to get back out on the road with our cars and enjoy the true pleasures of the amazing road machines we get to call our own. It's just better than Christmas in warm weather!

I know that in my e-blasts and previous messages I've been pointing out the tours, tech session, socials, informal get-togethers and driving events that have been so carefully planned for all of us by the amazing Board that we have. Along with handling the Region's business, the Board committee chairs, co-chairs, committee members, and volunteers have scoured the local Washington/Baltimore area looking to secure different events for all of our members to enjoy. For this I'd like to thank each one of them for the tremendous variety of activities they have assembled to start off this new driving season. And, I would ask each of you who might attend one of these, to take a moment when you are out and to let the organizers know how much we appreciate their efforts. They're fantastic volunteers giving up their time and energy to the benefit of us all.

Organizing these events is a time consuming task which our Board attends to with good spirits and great energy. Finding the events is almost as much work and depends on a steady stream of fresh ideas and sources of engagement. **And this is where I'd like to ask you, our members, for some help.**

New ideas for things to do, places to visit, and activities to try out can come from any source and are always welcome by our Board. So, I'm reaching out to all of our members and asking you, "**What might you have in mind that's Porsche related which you'd like to try out?**" It could be a new restaurant that would be great for a monthly social or a terrific back road that you've just discovered and would like to see on a tour route. Perhaps you've heard of an exhibit opening or a driving event in support of your favorite charity. Let us know, we'd love to hear from you and to work to put together a program for all of our members.

Our goal is to have as many offerings as we can so that everyone will find something they'd like to experience and will come out and join us, sharing the joy of just being back on the road. You can always email me at [president@pcachs.org](mailto:president@pcachs.org) with any ideas or suggestions which you might have. Or if your idea is specific to a particular committee, their contact email addresses are listed on Page 7 and also on our website ([pcachs.org](http://pcachs.org)).

As I said, we're always happy to hear from you and look forward to seeing you at an event soon!

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

*Gary*

**I**t's all about the good times and joy we derive from our Porsches. So start your engines and participate in our many member events!

- **President, Gary Martinez** seeks your input on what we else we could provide our members. See Gary's monthly message on Page 5 for details.
- **Membership Chair, Taylor Ainge** shows us how many members are having significant anniversaries this month? See Page 8.
- **John Jensen** brings us right into his first Tech Tactics East event. Thanks John for your personal and insightful article. See Page 10.
- Our own **Ron Gordon, National Concours d'Elegance Chairman**, attended the 2014 Amelia Island Concours d'Elegance. See Ron's article on Page 13.
- Did you happen to see the **12 Hours of Sebring** on Fox or the IMSA website? We have the complete story and the Two class win results starting on Page 15.
- Something new this month — **In The News!** Whenever Porsche related news worth passing along, we will provide the information.
- **Tech Co-Chair, Doug Ehmann** let's us in on the benefits of learning to weld on Page 20
- **Historian, Bob Rassa** takes us back for another trip through the early days of the club and the roots of the Chesapeake Challenge on Page 22.

- **Dick Badler**, takes us on another trip, but this it's into the future. See Page 24.
- Our friends at **Sports Car Digest** take us inside the Porsche 935 K3 race car culture and the abduction of a priceless Porsche. See Page 26.
- **Pedro Bonilla** provides us with the first of what I hope will be many Technical articles on the proper servicing of our Porsches. See Pedro's article on Page 30.
- We have **THREE** pages of **Upcoming Events** this month — it must be spring! See Page 35.
- **Market** items for sale appear on Page 41.
- Order your **PCA License Plates!** See Page 43 to read how.

*All the Best - Michael*





# Chesapeake Region

## the team

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## PCA Chesapeake Region Membership Report For February 2014

<b>Primary Members</b>	<b>744</b>	<b>Affiliate Members</b>	<b>488</b>	<b>Total Members</b>	<b>1,232</b>
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<b>New Members:</b>	Louis Gibbons	Stevensville, MD	2003 Carrera 2
	Terry R. Hess	Ridgely, MD	
	Dinah Hess - Family		2014 911 Carrera
	Drew Kellogg	Easton, MD	2006 911 Carrera
	Roger P. Lewis	Fulton, MD	2002 Carrera 4S
	Thomas Mc Intyre	Ellicott City, MD	1997 993 C2
	Laura Moffitt	Sykesville, MD	
	Zac Smith	Deale, MD	
	Missy Lynch - Affiliate		2002 996 911
	Andrew J. Uzarowski	Forest Hill, MD	2014 911 Turbo S
	Astran	West Friendship,	2008 Boxster S
	Tom A Carroll	Towson, MD	2010 Panamera
	Eric W Donoho	Timonium, MD	2014 Cayman
	Dana Dukes	Baltimore, MD	2014 Cayman S
	Bruce Eppard	Crofton, MD	1999 Boxster
	Ellen McCollough-Eppard		
George Gavrila	Baltimore, MD	2008 Cayenne TT	

<b>Transfers In:</b>	Eric Astran	West Friendship, MD	2008 Boxster S
	John Biel	Cockeysville, MD	1999 911 Carrera

### Anniversaries:

<b>53 Years</b>	Albert and Helen Tiedemann
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<b>40 Years</b>	Theodore Goodwin, George and Anne Bunting, Bob Russo, John and Terri Blauvelt, Bob Rassa, David Truitt, Dennis Kline, Matthew Reinhart, Gabriel Tapkas, Irv and Sandy Yospa
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<b>35 Years</b>	Dan and Gale Dazzo, Bob Gutjahr, John Moore, Laurie and Bruce Tarsia
-----------------	--

<b>30 Years</b>	William Adler, Thomas Beckman, Carolynne Dorsey, Robert Gilley, Susan Kimmitt, David and Sally Marsh
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<b>25 Years</b>	Manny Alban, Howard and Sumiko Allen, Heinz Werner Bade, Gary Colby, Cynthia and Richard George, Lonnise Gilley, Sandra Gleason, Harold Goll, Thomas Kuker and Doris Lam
-----------------	--

<b>20 Years</b>	Donna Brandt, Jan Clemm, Theodore Davis, Scott Eckels, Paul Faupel, Gene Fierro, Steven Gaylor, Denna Love, Victor McPhe, Martin and Phyllis Pokrzywa, Charles Veres, Fran Wolfe
-----------------	--

<b>15 Years</b>	Philip and Denise Andrews, Todd and Lisa Bernard, Benjamin Bogdanowicz, Michael Buck, John and Suzanne Cochran, Yvette Davis, Douglas and Francesca Ehmann, Blake and Kathy Gambrill, Mark Hubley, Anne MacArthur, Don Mattran, Thomas and Donna McElroy, Susan Mende, Kevin and Cindy Portnoff, Robert and Joanie Purgason, Barry Ramsay,
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## Anniversaries (continued):

### 15 Years

Lee Rock, Haydon Rudolf, Jerry Schutzenhofer, Candy Sharp, Jon Stuart, William Tauber, Denise Veres, Sharon Vigorito and Wayne Fritze

### 10 Years

Bomani Ajamu, John Benzing, Gina Bufton, Maririn Coleman, Jill Critcher, Steven Davey, Maxwell Kuker, Christine Manuellar, Matt Marzullo, Don Mattran, Ross Miller, Veit Mueller, William Niermann, Mary Nordhauser, Doug Novin, David O'Brien, George Dowell, Tami Fine, Timothy Frye, William Geiger, Casey Gittings, Mary Goldsborough, Russell and Norma Pettis, Sean Pfeiffer, William Riebel, John and Debbie Seifert, Thomas and Julia Sitzmann, Pete Ten Eyck, Mark Tewell, John Hampton, Shari Harris, Francis Honeywell, Michael Horton, Sharon Jaunzemis, William Kowalyshyn, John Wellschlager, Barbara White, Brian Wilkerson, David Wruck, Rita Bender, George Frizzell, Thomas Rice, Ann Marie DeGeeter, and William Smith

### 5 Years

Robin Ameen, Paul Barrett, John Biel, William Breaux, Valerie Bremer, Johan Broen, Jose Carrión, Roger Cassell, George Civita, Tom Corey, Dave Drake, Tom Eilenberg, Frank Ferrara, Gabriela and Lee Fishpaw, Maria and Ryan Franks, Barry Frederick, Marcellous Frye, Alan Gebhart, Greg and Teri Guarnaccia, Mark Guringo, Elizabeth Hammond, Julie Heller, Robert Heller, Lisel Holdenried, Amy and Patrick Izzi, Robert Jacobs, Mark and Teresa Jeschke, Robert Kubisen, Beth Lavery, Debra and Steve LeRoy, David MacKenzie, Gregory Martien, Robert Merritt, Lisa Morabito, Michael Murphy, Verden Ness, William Noack, Vasil Palov, Granee and Michael Pate, Julieanne Perry, Drayton and Tiziana Peterson, Frances Phillips, Mike Rafferty, Dave Revella, Jay Ricketts, Al and Christine Robinette, Chip Robinson, Gintaras Sakalauskas, Deborah and Joe Sampson, Thad Schippereit, Jodie Schwartz, Moishe Schwartz, Chad Sutton, Thomas Theoharidis, Elijah Turner, Joe and Stephanie Varacalle, Chuck Visconage, Patrick Walker, Jammy Wallace, Brian Ward, Eddie Warner, Donald Webster and Mike Williams

### 1 Year

Jerry Adamczyk, Pete Alatzas, Aniano Arao, Myrna Arao, Len and Tracie Barnickel, Deborah and Jeff Barton, Richard Battiste, Sid Beckstead, Jeff Bedford, David Bezanson, Joan Birmingham, Paul and Susan Bloomberg, Paul Broccolino, Mo Brown, Brittany Bryden, Catherine Carmichael, Chuck Carmichael, Adam Chelikowsky, Richard Chitty, Renee Chrest, Brent Cohee, Shaun Connolly, Dan Cooper, Jennifer Cooper, George Cruz, Gretchen and Tim Cusack, Tom Divilio, Roy and Sandi Droege, Mark Ellicott, Joseph and Linda Ensor, Charlotte Flynn, Nick Foca, Marcus Frank, Tom Fretz, Michael Fultz, Drew Gantt, Ari Ghosal, Ashley Gibbon, Patricia Gibbon, Jon Gibraltar, Alexandra Gonzalez, Stuart and Susan Gordon, Brian Gran, Jeannette and Roger Hadfield, David Hanson, Mary Louise Healy, Scott Horst, Will James, Donna Jenkins, Heidi Jenkins, John Jenkins, Tracy Johnson, Mario Jorquera, Leah Justis, Keith Karas, Mike Kuehn, Janet and John Lannon, Michelle Laumann, Rich and Shirley Loeffler, Dottie and Doug Lopez, Marilyn Maillie, Joan and Robert Majoros, Robert Martin, Brandon McDowell, Laura McInerney, Andrea McQuigg, Michael Meer, Frank Melograna, Kay and Richard Mied, Pat Mullen, Michael Muul, Doug and Kelly Newhard, Buu Nguyen, Hunter Orrell, Jim Orrell, Laury and Michael Parramore, Bob Pecker, John Pelton, Dennis and Kahle Perez, Chuck and Kim Phillips, Brock Pinelli, Cynthia and Kerry Plackmeyer, Robin and Thomas Pole, Rich Pugh, Lance Randall, Camille Rivera, Barry Robbins, Dick and Mary Anne Rochfort, Andrew Rynard, Al and Judy Schuele, Barbara and Mark Schuman, Tom Scozzari, Yvonne Scudder, Bob Seiwert, Joe Sharp, Dave Shuster, Kieran Simonson, Lisa Simonson, Andrew Slutkin, Kiva Smallwood, David Stack, Shelly Stelzer, Christian and Sean Stewart, Joshua Stone, Mitch Stringer, Eve and Mike Swartzell, Peter Taylor, Clark Thielemann, Dave and Renae Thompson, Nathan Tocus, Pimuma Tuchinda, Stephanie and Todd Turner, Bob and Lori Valenti, Aaron Veerothai, Nestor Velazquez, James Virginis, Meg and Mick Whitlock, Lindsey Winand, Dan Wolf, Keppel Wood, Rod Yates, Harlie Yeldezan and Robert Zach



**W**inter is always a tough time for Porsche owners as we tend to store away our cars and try to survive until the sun comes out again in spring. We look for ways to get our car addiction fix and try to survive with non-driving events.

This year after hearing about past Tech Tactics sessions from other members I decided to take the plunge and plan on a trip to Easton Pennsylvania for a new experience. What a great decision.

Having heard that the event is always a sellout (Note: It did sell out at 125 people per day), I placed the registration information on my calendar and waited. The day arrived and I jumped onto the net and signed up for Saturday's sessions. Now it was just a matter of a few weeks wait until the event...would it live up to my expectations??

Friday afternoon came and I departed for what should have been a little over three hour trip from Severna Park to Easton. The sun was out and I was actually ex-

cited about Saturday. Then came rush hour in York and traffic accidents outside of Easton and the trip went to over 4 hours. Was this an omen?

I met up with the Chesapeake Region contingent and we had a great dinner and after headed to the bar at our hotel. You know how they say PCA is not just about the cars, but also the people. This was one of those times. We met a handful of PCA members at the bar from New York and New Jersey and you would have thought we all had known each other for years from the ongoing exchange of comments and barbs.

Saturday came in with clear skies and crisp air and off to the Porsche Facility we went. Just a few miles from the hotel in an office and warehouse center sits PCNA's Northeast Training and Distribution Center. Registration was quick and a nice spread of bagels, Danish and coffee waited. Sitting in the middle of the lobby was the Porsche Safety Car from the 50<sup>th</sup> Anniversary 24 Hours of Daytona, covered with signatures from most of the drivers. Not something you see

# Tech Tactics East - 2014

every day and just a taste of what was to come. Our own chapter member and PCA national President Manny Alban was present and greeting everybody.



The new Panamera S E-Hybrid was explained in great detail. This new car can travel 22 miles on a charge and is capable of doing 85 mph in electric only mode. I guess one can be green and still experience great performance.

Owen Hayes, Porsche Motorsports North American Director of Operations presented the new race car designed to run in the Tudor Series and discussed all the modifications that had been made to previous RSRs to arrive at an affordable (his words not mine...my bank account doesn't consider \$1.5 million annual operating

costs affordable, but it is relative I guess) entry that will be competitive in both sprint and endurance races. The engineering is amazing and should put Porsche racing back in the winner's circle regularly.

Porsches' Dave Becker gave a great presentation on the new turbos and GT3s. The amount of ground breaking



technology present in these two flagship sports cars is something to be seen. Four wheel steering (that reverses the expected rear steering input at high speeds) and a new front spoiler that deploys at high speed using inflatable chambers.

Porsche's Macan marketing director Daniel Vasiliadis unveiled the new Macan and explained Porsche's decision process in arriving at this new sport SUV's design. The result is a crossover SUV that is in a class by itself. It may share some underpinnings with the Audi Q5 but there is no mistaking that this is a Porsche. I think at least a few participants were ready to order one on the spot. They will have to get in line as it appears that 12,000 have already been preordered, with the first deliveries later this spring. Porsche expects to add a diesel version in the US at a later date but for now we get a base and a twin turbo. This new car should ensure that Porsche can continue to afford to develop class leading sports models and afford to fund a robust motorsports division for years.



# Tech Tactics East - 2014

Other sessions were presented on tire technology, brake performance, motor oil and adding safety systems to your car. Tours were given of the one-hundred thousand square foot parts warehouse, but we were not allowed to help ourselves to souvenirs. Parts could be purchased onsite with a 15% discount and same day delivery if you needed anything.

The real evaluation of this type of event is how likely you are to consider returning. Well I would give Porsche and PCA an A+ on their Tech Tactics session as next year's event is already penciled in on my calendar for next spring.

If you need a Porsche fix next winter I would definitely recommend you join the other members at this event on 2015. Eight hours of presentations seemed to fly by, and my appreciation of both Porsche engineering and the company were greatly increased.

Now how do I talk my daughter into giving up on college so I can hunt for a 356 restoration candidate?

\*\*\*

And there's more!

Speaking of collectibles, we held a "concours d'elegance" on both Saturday and Sunday at TTE. The price of admittance? A ticket to the event and a die-cast Porsche model. Two winners walked away with a prize (a die-cast 991 Club Coupe): Gary Gallo and his 962C and Tony Henderson and his 993 GT2 race car. They might as well have been real Porsches if weren't for the contextual clues that gave away their actual size.

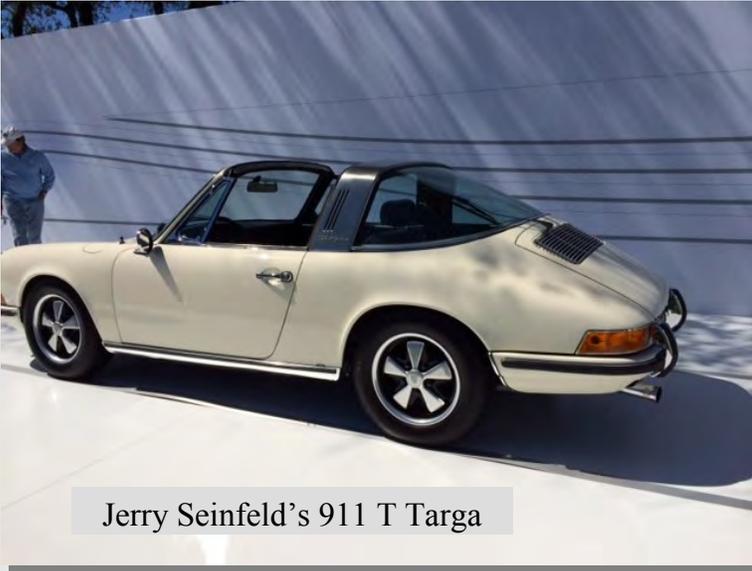
We've tried to relate the TTE experience through words, pictures, and our social media pages, but there's so much more to the event than what can be said in an EBrake article. If you couldn't make it, we hope to see you at next year's Tech Tactics East.



## Tech Tactics 2014 Easton, PA.

# Concours d'Elegance - Amelia Island

The Amelia Island Concours d'Elegance, held each March on the grounds of the Ritz -Carlton Amelia Island, is recognized as one of the premier automotive events in the world. Chairman Bill Warner has injected innovation



Jerry Seinfeld's 911 T Targa

in this prestigious event by inviting an eclectic array of unique vintage road, competition cars and motorcycles. Proceeds from the Concours are donated to deserving charities in Northeast Florida. Amelia is actually a four day event with road tours, seminars, the RM Auction, Automotive Arts Society, manufacture displays not to mention numerous receptions, parties and dinners. Each year a significant driver is selected as an Honoree. This year was Jochen Mass who had success in a variety of open and closed wheel race cars including Porsche endurance cars. Linda and I were fortunate to have been invited and won an Amelia Award with our TR6 in 2000. This year Manny, Vu, Tom Provasi and I attended in planning for the Werks Reunion, August 15<sup>th</sup> in Monterey, CA.

Amelia Island Concours d'Elegance classes are different and unique each year. Porsche had a class for 904- 962 competition cars however I was drawn to "Beach Cars" which included the first Meyers Manx with Bruce Meyers in attendance. Also was a class for Offenhauser powered Indy cars which I consider among the most beautiful race cars ever made. Porsches on the field were from private

collections as well as from the Porsche Museum. A few of the sensory overload of Porsches on the field included a 1959 356A GS/GT Speedster, 1967 911S race car



(driven by Bruce Jennings), 1968 909 Spyder, 1969 917 PA Spyder Prototype (16 cylinder), 1969 917K, and the 1982 Rothmans sponsored 956.

(cont.)

# Concours d'Elegance - Amelia Island



The Porsche display on the show field featured the newly introduced 991 Targa anchored by Jerry Seinfeld's 911T Targa.

Needless to say for those of you that have not attended the Amelia Island Concours d'Elegance it needs to be on your "bucket list".

\*\*\*



# 12 Hours of Sebring

Michael Murphy

## The 12 Hours of Sebring Results!

### GTLM class

1. Christensen/Long/Bergmeister, Porsche 911 RSR
2. Bomarito/Bell/Wittmer, Viper GTS-R
3. Priaulx/Auberlen/Hand, BMW Z4 GTE
4. Bertolini/Krohn/Jonsson, Ferrari F458 Italia
5. Henzler/Sellers/Holzer, Porsche 911 RSR
6. Gavin/Milner/Liddell, Chevrolet Corvette
9. Lietz/Tandy/Pilet, Porsche 911 RSR



Owen Hayes congratulates Michael Christensen on winning pole position.



### GTD class

1. Lally/Potter/Seefried, Porsche 911 GT America
2. Bell/Sweedler/Mediani/Segal, Ferrari F458 Italia
3. Riberas/Farnbacher/James, Porsche 911 GT America
4. McNeil/Keen/Frommenwiler, Porsche 911 GT Amer-

ica

5. Albuquerque/Neiman/von Moltke, Audi R8 LMS
6. Mies/Putman/Espenlaub, Audi R8 LMS

After 12 grueling hours, Porsche factory drivers Pat Long, Michael Christensen, and Joerg Bergmeister won the 62nd Annual Mobil 1 Twelve Hours of Sebring GT Le Mans (GTLM) class in the No. 912 Porsche North America Porsche 911 RSR.

Even better, Porsche have emerged with a double victory, as the #44 Magnus Racing Porsche 911 GT America of John Potter, Andy Lally, and Marco Seefried won the GTD class also.

**No. 912 driver, Joerg Bergmeister had this to say about his last stint and the win,**

*"I was just telling myself 'don't mess it up' those last laps. At first I pushed fairly hard and the car was really good. But, when I heard there was just five minutes to go I took some pace out and just tried to control it. I didn't*



*want to mess it up for these guys. Patrick always says I am good at night and I am just happy that it did work out."*

The GTLM victory gives Porsche's brand new works program a perfect winning record in the Tudor United Sports Car Championship thus far. Class wins in both the Rolex 24 of Daytona and this weekend's 12 hours of Sebring means Porsche has won both of North America's premier sports car racing events, and the "36 hours of Florida"; a feat that has not been accomplished since the early 1990s. class pole position to snatch the victory, but, the race came down to a final 20-minute

# 12 Hours of Sebring

after a late race caution flag packed the field for one final push to the finish. Bergmeister was behind the wheel for the final stint and managed to out-distance the gaggle of cars behind to give Porsche's 911 RSR its third major endurance victory. In under 12 months, the Porsche GTE/GTLM effort has managed victories at the 24 Hours of Le Mans, the 24 Hours of Daytona, and the 12 Hours of Sebring.

**Porsche's head of Motorsport worldwide, Hartmut Kristen said,**

*"[It was] a really amazing race, like Sebring always is. Having a top podium finish in both GT classes is tremendous. The guys in the No. 911 car had a little bit of bad luck but otherwise everybody worked without any mistakes. With two wins this early with these kind of races and that kind of competition that is absolutely fabulous. It actually shows that our Junior Program is really the right thing to do with Michael Christensen being in GTLM in the winning car and Porsche Junior Alex Riberas in the GTD car. It is absolutely great."*

## 12 Hours of Sebring: Tough track lives up to its reputation

**As night falls, drivers see challenging track**

By: Steven Cole Smith on March 15, 2014

As night falls on the 3.74-mile Sebring International Raceway, first-timers at the Mobil 1 12 Hours of Sebring, now in its 62nd year, are learning why this endurance race has a reputation of being perhaps the toughest in the world – tougher even than some 24-hour races.



It's because much of the track is even older than the race itself – concrete laid in the 1940s when Sebring was pressed into service as Hendricks Army Airfield, a World War II training base. Race cars typically have stiff springs, and combined with the tooth-chattering bumps and dips on the track surface, things tend to happen to cars.

Such as the top-qualifying Action Express Chevrolet Corvette prototype, which has to keep replacing rear-view mirrors, because they keep falling off. Or the Mazda Skyactiv prototypes, which gave up on using their rear-view cameras, because they vibrated themselves to death just during practice for the race. Or one of the other Corvette prototypes, which had the entire dashboard vibrate loose and fall into the driver's lap.

*"A lot of the cars in the race have never run here before, and we were expecting some casualties from the track itself, aside from the racing,"* said Tracy Krohn, owner and co-driver of the Krohn Racing Ferrari 458, and a veteran of Sebring competition.

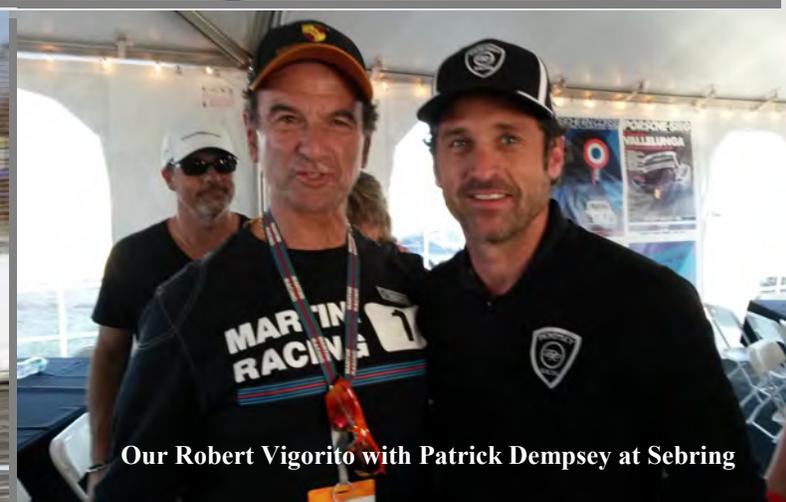
And there are a lot of competitors making their first trip to the track. In 2012, the two competing sports car sanctioning bodies – Grand-Am and the American Le Mans Series – decided to merge, and January's Rolex 24 Hours at Daytona was the first race with the combined field. Sebring is the second race on the schedule, and since it was an ALMS race previously, many of the Grand-Am teams had not been here before. Consequently, teams and drivers underestimated how brutal Sebring can be, especially after racing on the billiard table-smooth surface at Daytona.

It should not be surprising, then, that of the 64 cars that started the race at 10:15 a.m. Saturday, half the cars in the field are at least 13 laps behind the leaders with 60 minutes remaining. Equally surprising, though, is that nine cars are still on the lead lap, after nearly 1,000 miles. The leader was the number 5 Action Express Corvette, which not only won the Rolex 24 at Daytona, but was the fastest qualifier here on Friday, with former Formula 1 driver Sebastien Bourdais, a longtime St. Petersburg resident, turning out the fastest lap. He and co-drivers Joao Barbosa and Christian Fittipaldi have been at the top of the scorecard for much of the day, but Ryan Dalziel was just 55 seconds behind in his Extreme Honda.

# 12 Hours of Sebring

The day has been filled with crashes and caution flags, and there was even one red flag – a complete race stoppage – for a crash that sent cars into the tire barriers, littering the track with old tires to the point where it was impassable. Just a few minutes into the race, an SRT Viper burst into flames after a broken driveshaft severed the fuel line, and from then on, carnage, both from mechanical problems and crashes, has been the order of the day. To be expected, said Tristan Nunez, a Mazda prototype driver. “This is, after all, Sebring.”

Read more: <http://www.autoweek.com/article/20140315/unitedsportscar/140319844#ixzz2whvdHNve>



Our Robert Vigorito with Patrick Dempsey at Sebring

Next up - April 12th at  
Long Beach, California



## *Porsche Unveils Boxster and Cayman GTS*

Porsche has introduced the Cayman GTS and Boxster GTS ahead of the cars public debut at the Beijing Motor Show. The GTS models are based on the Cayman/Boxster S and top the lineup with more power and performance, aesthetic upgrades and dynamic changes. With an additional 15 horsepower and 7 pound-feet of torque, the 3.4-liter flat-six engine is rated at 335 hp and 280 lb-ft in the Cayman GTS and 325 hp and 272 lb-ft in the Boxster GTS. A six-speed manual comes as standard with an optional seven-speed dual-clutch auto. (<http://flatsixes.com/cars/porsche-boxster/porsche-boxster-gts-cayman-gts/>)



With the latter, the Cayman GTS sprints from 0-62 mph in 4.6 seconds with the Boxster GTS taking 4.7 seconds. Manual-equipped models have a higher top speed with respective top speeds of 177 mph and 175 mph. Coming as standard on the GTS models are the Sport Chrono package that sharpens vehicle responses, and the Porsche Active Suspension Management system (PASM), which includes a 20-mm lowered suspension and electronically-controlled adaptive dampers. Distinguishing features include revised front and rear bumpers, blackened bi-xenon headlights, 20-inch Carrera S alloys, and a cabin fitted with sports seats and upholstered in leather and Alcantara.

## *Porsche Recalls All 2014 911 GT3s - Replacing Engines*

Porsche recalled all 785 2014 GT3s on the road last month for an unexplained problem that could cause the engine to catch fire. The company told owners to stop driving the cars immediately. Two vehicles in Europe caught fire after engine damage occurred.

Last Friday, the company said in a statement that it was close to finding the problem with the 469-hp, 3.8-liter flat six motor and that it would inform customers as soon as it knows.

On Monday, one of our contributors abroad found a letter from Porsche on an owner forum explaining that the damage was caused by a loosened piston-rod screw connection, which damaged the crankcase. The company is currently testing an optimized screw.





On February 1<sup>st</sup>, the Club had a second Tech Session where participants learned how to weld, or sharpened existing skills. This was a repeat of our session last September. Both classes hit the maximum of twenty-eight participants. PCA-



Nothing better than hands-on training!

Chesapeake member Jim Earlbeck hosted us at his shop on Pulaski Highway. His firm sells compressed and cryogenic gases, welding machines and supplies, and has a welding school that offers daytime and nighttime classes. Jim, and six of his instructors and staff, gave us a five-hour clinic that

was informative and fun!

Jim started with a classroom session on the fundamentals of welding. He gave a great overview on the basics of welding and the major welding processes. Jim also showed training videos, passed around tools, and answered questions from students. We then split into groups, with two students paired with an instructor. We went out to



Classroom instruction preceded welding sessions.

the welding booths, and practiced welding steel using Gas Tungsten Arc Welding/Tungsten Inert Gas (TIG) and Gas Metal Arc Welding/Metal Inert Gas (MIG). These are the welding technologies most commonly used by automotive hobbyists. The time in the booth was great, and the instructors were very helpful. With practice, the students were laying down some good welds. Classroom sessions provided more information, and reinforced principles we demonstrated in the welding booths. Jim gave advice on welding equipment that would be appropriate for the types of welding jobs typical for Porsche enthusiasts. Jim was a gracious host, providing donuts, coffee, and cold drinks. Thanks, Jim!

# Tech Session-Earlbeck Welding

After the session, we walked over to the retail showroom for Earlbeck Gases & Technologies.

They carry nearly every major brand in the welding supply industry.

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- Maintenance hand tools- chipping hammers, welpers, pliers, clamps, scratch brushes, acid brushes, marking and layout tools, weld gauges,
- Abrasive products- brushes, cutting and grinding wheels, belts,
- Chemicals and coatings,
- Power tools and accessories, and safety equipment- hard hats and caps, goggles, work gloves, helmets, welding jackets.

Jim and his knowledgeable, experienced, and friendly technical staff could set you up with the right machines and supplies. Also, information on the various classes they teach can be found at [www.earlbeck.com](http://www.earlbeck.com).

Thanks again, Jim!

Doug Ehmann, Co-Chairman, PCA-Chesapeake Tech Committee



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# Durch die Heckscheibe

## Durch die Heckscheibe

(Through the rear window)

*Bob Rassa, Historian*

Last month we talked about the eight active sports car clubs in the Baltimore area and their collective association of these clubs called the Baltimore Area sports Car Council (BASCC), and we promised you a discussion of an Ocean City weekend that was sponsored by the BASCC, so here you are.

It was called the Maryland Monte Carlo, and it was run on the weekend after Labor Day each year, when hotel rates dropped. All the clubs had a hand in setting it up including the events, and it grew in popularity from inception in the early 60's until its demise sometime in the 70's, although details of both of those are sketchy. Basically the weekend event consisted of a night rally that started in the Annapolis area - I recall several times heading to the Parole Plaza after work on Friday, arriving about 7 PM for an 8 PM rally start.

The rally down to Ocean City, even though it was time-speed-distance (TSD) was always pretty straight forward with minimal off-course traps, the big discriminator usually being timing traps involving self-correcting loops, or the kind that when you do go off-course, you get back on without knowing it until you reached a checkpoint and find yourself with a 200-point penalty. I recall that Baltimore-area residents Stan and Shirley Wantland, Volvo 544-pilots, were usually involved in the rally process, and Stan was exceptionally devious in rally traps. Another Volvo-driving (P1800S) expert rallyist was Carl Baade and he typically had a hand in one of the rallies. Of course, these Swedish-leaning expert rallyists used the state-of-the-art Halda SpeedPilot, a mechanical rally aid developed in Sweden. I still have

mine, mounted to my rally board!

One of the rallies? Yes, there were two, but one on that in a moment.

The rally down to OC took about 3 hours since we started from Annapolis area, and we used a local motel around 30<sup>th</sup> St and rooms cost us around 8-10 bucks a night in that off-season (and remember, we are talking the 60's here!). Night rallies are fun—signs are harder to read especially on the left, so occasionally someone got lost. Since it was a night rally, we also had a “sweep” car, a car that left shortly after the last timed car and hit the 2 en-route checkpoints to see if everyone made it. Not sure what we would do if they didn't as there was no such thing as a cell phone back then, but I don't recall that we lost any (OK, not too many) rallyists. We would tell lost rallyists to just head for their motel in OC.

After a decent night's sleep we headed to the OC airport for an autocross on Saturday, which fortunately didn't start until around 9 AM. The team from Autocrossers, Inc. usually put this on, although sometimes the Chesapeake Sports Car Club did it, as these were the two clubs with a trailer full of autocross gear, including pylons and electronic timer. We usually had about 40 to 45 entrants for the MD Monte Carlo, so autocross day wasn't an all-day thing and we had time for some beach fun Saturday afternoon.

Saturday evening found us headed out in a group to either Phillips Crab House or one of the other larger restaurants for some after-holiday OC cuisine, and no I have no idea what that really is but Phillips stuff was usually tasty.

(cont.)

Sunday was the big day- a longer rally back to the Baltimore area, and this one timed off at usually 7 AM to miss the churchgoers. I recall that this one was close to 150 miles long, compared to the 70-80 miler Friday evening, and had about 5 manned checkpoints. I remember ending at a restaurant somewhere but for the life of me, cannot recall where or which one (hey it was the 60's!). Scoring was done on the spot (again the Wantlands were the number-crunchers) while folks had a late lunch and trophies handed out after lunch.

All in all it was a fun and collaborative event of many Baltimore sports car clubs. Why we don't do these things anymore is anybody's guess, but the computer/internet, kid-sports (soccer/football/etc) and other crazes have overtaken the need for a fun weekend sports car event. The same holds true for our own Chesapeake Challenge, which used to be a very popular weekend event and has been reduced in scope to a single-day event, although fortunately still with 2 competitive events (well, three if you include the beer-drinking competition at the closing banquet dinner).

Next month: A view of some past PCA-CHS events.

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Let's Hear It For Self-Drive Cars

**L**et's Hear It For Self-Drive Cars  
Oh yes, they're coming. As surely as you know to not engage the parking brake when you come off the track. As surely as you know your summer performance tires at the rear will last 13,000 mi, and no more, if you're lucky.

Self-drive cars are circling, and they'll enter your garage in a matter of... what? Probably fewer years than you might think.

Although there do seem to be a few small issues. An op-ed piece ran in the Wall Street Journal a short while ago. It carried the headline "Punch the Accelerator on Self-Driving Cars" and added a subhead that read "The technology exists to save millions of lives. So why are regulators hitting the brakes?"

Reading on, one finds out that the National Highway Traffic and Safety Administration (NHTSA,) the Department of Transportation's regulatory arm, calls it "a scary concept for the public."

The piece generated a slew of letters. One said "If self-driving cars can provide all the advantages claimed as being unique to public transit, wouldn't that pose a threat to the progressives' vision of a car-free future?"

According to the author, it seems the Administration prefers walking, bicycles, streetcars and light rail.

Then there's that ugly liability issue. If something goes wrong, or an accident happens, who does one sue? The user? The manufacturer?

The op/ed authors are crusaders. They excoriate NHTSA with bulleted arguments like "Millions of lives saved"

and "Enriched lives for the disabled and the elderly" and "Less wasted time" and "Revitalized cities."

Great stuff. A lot of love, peace and happiness here. But they're missing the point. Our point.

You see, we too have a point. A big one, which is not to be taken lightly. We should also weigh in on this urgent public debate. Express our opinion. Join the ranks and say, hell yes, bring 'em on.

Why? Heres' why.

— Less crowding! Think about it. Visualize every car tootling along in lockstep. Front to back, front to back. Motoring effortlessly and efficiently. It's a beautiful thing to behold.

Especially so because you'll still have your Porsche! What are they going to do, confiscate your you-drive vehicle? It'll never happen.

And that means you'll have room to move! Space on the highway. No left-lane bandits. No cell-phone-induced lane meanderings. No texting-induced coma when the light turns green. Just nice, predictable forward progress... that you'll be able to maneuver through to your heart's content.

— Less crowding! Here's a tip to file away. When the self-drive time comes, be sure to take the alternate way. All the way. All the time.

Think about it; the computer will compute the shortest way to your destination, the most direct and the most fuel-efficient.

Fine! Let it! Because you can go the back way! Go the long way! Go the wrong way! Hooray! Because you'll have the road to yourself!

— Less crowding! Because these robo-vehicles will probably drop off their passengers and purr on to some storage barn somewhere, to be fueled or charged or pressurized or whatever their propulsion systems will require...and then wait patiently for you to summon them for use... and you'll have curbside parking all to yourself.

Such a deal!

Of course, the day will come when you'll have to give in and get one of these self-drive conveyances. If only because there will come a time when you won't be able to buy anything else. What to do?

— Youtube! Think in-car videos on your tablet. Pick the car. Pick the track. Pick the year. And, yes, pick the Porsche.

— Youtube! Just crank it up. Add one of those Jambox bluetooth speakers and let fly. Nobody's going to knock on your door and say, honey, please turn it down. Because, to the outside world, you'll look like everyone else, placidly motoring along in your own hermetically sealed cocoon.

— Youtube! And when you get bored with racing videos, you can watch racing videos with a storyline, like Grand Prix and Le Mans and Senna and Rush.

So, friends, join the campaign! Let's rock this issue! Write your local legislator! And do it today!

Self-drive. The way to go. Bring it on

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# 935 K3 Seized

## Le Mans-Winning Porsche 935 K3 Seized



By: Sports Car Digest, January 11, 2014

By most accounts, Bruce Meyer has it pretty good. His world-class car collection includes the first production Shelby Cobra, the ex-Clark Gable Mercedes-Benz 300 Sc Cabriolet, the ex-John Von Neumann Ferrari 625 TRC Spider, a Ferrari 250 GT SWB Berlinetta “SEFAC Hot Rod”, one of the Briggs Cunningham Corvettes entered at Le Mans in 1960, a Pebble Beach-winning 1932 Ford Doane Spencer Roadster, the So-Cal Speed Shop Belly Tankster...well, you get the idea.

Meyer is a member of the 200mph club at Bonneville, he’s involved in numerous charitable organizations and he’s always been willing to go the extra mile to grow and help the collector car hobby. What’s more, he’s universally known as just a really great guy all around, always quick with a smile and a handshake to anyone seeking just a moment of his time. But when Bruce’s 1979 Le Mans 24-Hours winning Porsche 935 K3 was ‘seized’ on January 9th, 2014 by Drug Enforcement Ad-

ministration (DEA) agents at a private track day at Mazda Raceway Laguna Seca, we would’ve cut him slack for losing his mind.

A little history first. Meyer’s Porsche 935 K3 (chassis 009 00015) was entered at Le Mans by Don and Bill Whittington, who, along with co-driver Klaus Ludwig, drove the 700 horsepower twin-turbo monster to a glorious overall win at the world’s most important endurance race. The car also took second at Brands Hatch in the same year, and in 1980 it finished third at Sebring, first at the Nürburgring, and first at Watkins Glen.

After spending thirty years in storage, the car was refreshed with a complete tear-down and restoration by Canepa Motorsports. The meticulous 935 then won the hyper-competitive Porsche 911 Competition classes at the 2013 Pebble Beach and Amelia Island Concours. As the only 911-based Porsche to win overall at Le Mans, it’s also hard to argue with those who call it the most important 911 of all.

# 935 K3 Seized

The story of the Whittington brothers takes up an article or two by itself, but the short version is that they have a rather checkered past that includes a lawsuit with the Indianapolis Motor Speedway Foundation over owner-



ship of the 935 as well as an ongoing investigation by the DEA, FBI and Homeland Security in which the Brothers are reportedly suspected of providing airplanes to South American drug traffickers.

Fast forward to the pleasant January track day at Mazda Raceway Laguna Seca in Monterey, California. It was a lovely day for car sorting and the world of drug running and lawsuits seemed about as far away as it could get. That world came down hard on Bruce, though, when a group of DEA agents rolled into Laguna Seca to seize Meyer's Porsche. Given the current investigation, coupled with the Indy Speedway dispute, it must have been in the back of Meyer's mind that his Porsche could somehow be caught up in this mess.

Meyer walked Sports Car Digest through the nightmare: During the test day at Laguna Seca, DEA agents approached me and asked if I was Bruce Meyer. They arrived with a black Chevrolet Suburban with U.S. Government license plates, a black Dodge Charger and a black car hauler. The three DEA agents were armed, badged and quite serious. At first I thought it was a joke, but it got more intense with each passing minute.

With all that has been publicized about the Whittingtons lately, about the government seizing and confiscating their assets, I was convinced the DEA was rounding up anything and everything with a nexus to the brothers Whittington.

It also occurred to me that, although the chain of ownership and paperwork clearly shows me as the rightful owner, it could take forever to get the car back. The DEA agents loaded up the car with the help of several race team crews, gave me an official-looking U.S. Government receipt for confiscated property and left the paddock. It was very upsetting.



Where did his priceless Porsche 935 end up? At some filthy impound yard next sandwiched between a drug-running Cadillac and an old boat? Could the feds really just take his property like that without warning?

Was this priceless piece of Porsche history ever going to be seen again in public? It all didn't seem real. It seemed like something out of the movies. And

# 935 K3 Seized

that's because it sort of was.

After what Meyer said was “an eternity”, the DEA car hauler brought the Le Mans-winning Porsche 935 K3 back to Laguna Seca. Thankfully for him and for his Porsche, the whole DEA ‘takedown’ was all an elaborate hoax, the work of Bruce’s good friends, Bruce Canepa, Charlie Nearburg, Chip Connor and Al Arciero. The DEA ‘agents’ were actors flown in from Hollywood, and the lead agent was an attorney in real life, no doubt making his use of legal language all the more believable. This epic prank took months to put together, and Bruce Canepa, the mastermind of the big sting, said that so much work went into it that it felt like a full-time job over the last few weeks leading up to the big day. There was even a rehearsal the day before, all to make sure that it was as realistic as possible.

The DEA agents first circled the pits, as if they were assessing the situation, while the people attending the track day were having lunch. This did not go unnoticed. They then stopped at Meyer’s 935 and asked to see the owner. All the agents/actors were ex-military, which made their handing over a Federal Seizure Order, signed by a Federal Judge, perfectly legitimate. Once the paperwork was handed over, the DEA agents started taking steps to haul the car away, enlisting Canepa’s crew – who were not yet in on the joke – to help them get the 935 K3 on the flatbed.

Meyer, never at a loss for words and one of the more charismatic guys you’ll ever meet, was tongue-tied. His big smile was, as you can imagine, nowhere to be found. He could only standby and watch his beloved car leave the paddock and out onto the road, getting smaller by the second in the distance. Little did he know that the flatbed drove over the hill, with instructions to park down below for 15 minutes.

After the 935 got back into the pits, Meyer was doing his best to convince the DEA agents to leave the car. That’s when Canepa and the gang let Meyer know it was all just a big, elaborate joke.

“We one-upped the one guy that cannot be one-upped,” said Canepa.

Meyer summed up the caper best, calling it, “the most amazing Hollywood-style prank ever! With best pals like mine, one does not need enemies!”

Photos: David Soares, Bruce Meyer



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**B**rake maintenance is really one of the simplest jobs you can do on your car. Most important is the thickness of your pads, which generally you can visually check without taking off the wheels.

If you determine that you need to replace the pads, either because they are worn or because you want to install different ones for track use, you must first remove the wheel. With the wheel off you'll have full access to the caliper and pads.

To remove the pads, you just need to pull the retainer's safety pin and remove the retainer.

It will be easier to remove if you put downward pressure on the spring while pushing the pin out of the caliper. Once out, the spring will come next, and once the spring is out the pads can be pulled and replaced. You may have to spread the pads out so the calipers release the pressure.

If you need to replace the disc, just a few more steps are required:

Take off the two bolts that secure the caliper to the wheel hub and pull the caliper out of the way.

Remove two small phillips-head screws that secure the disc and pull out the disc.



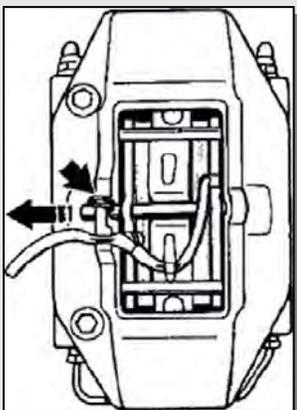
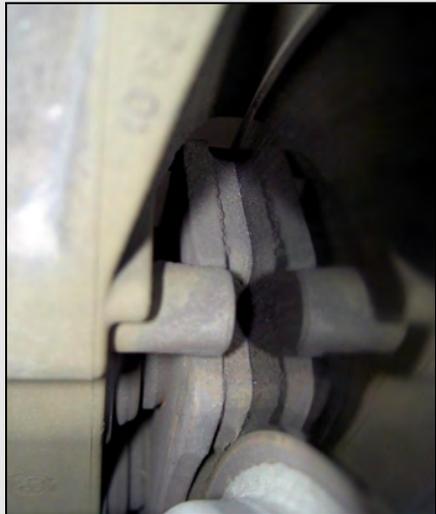
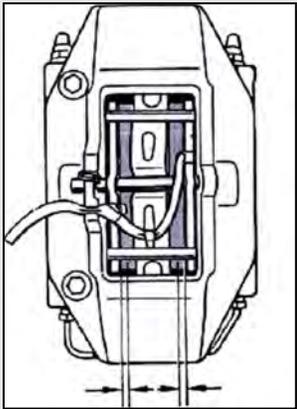
So, how do we know when the pads need replacing?

There are two ways:

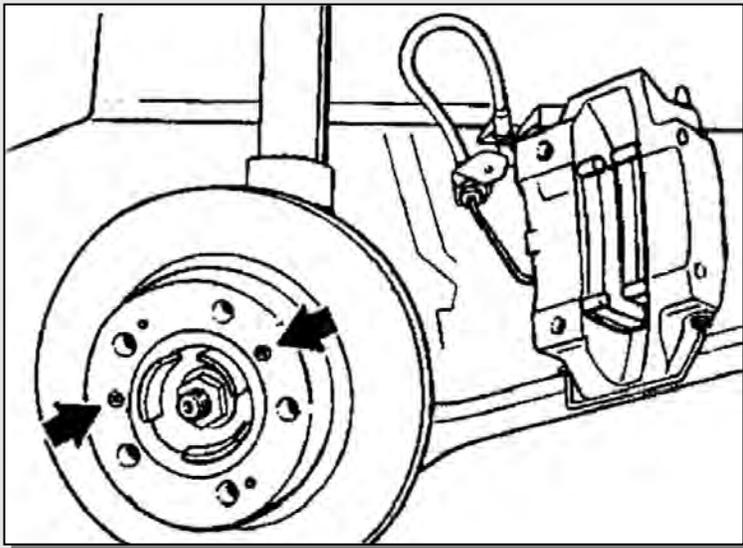
- a) You wait for the brake-light to come on, or
- b) You look at the thickness on your brakes and make the determination.

How does the sensor know?

The sensor is inserted in the pad's hole.



# Tech - Maintain Your Brakes



When the pad wears down to the hole, the sensor will scrape against the rotor and create a short circuit, thus triggering the brake-wear light.

Generally when the light comes on you will need to replace the sensors as well as the pads.

The discs also wear down, so you must measure them every time you change pads to make sure they are still within specs.

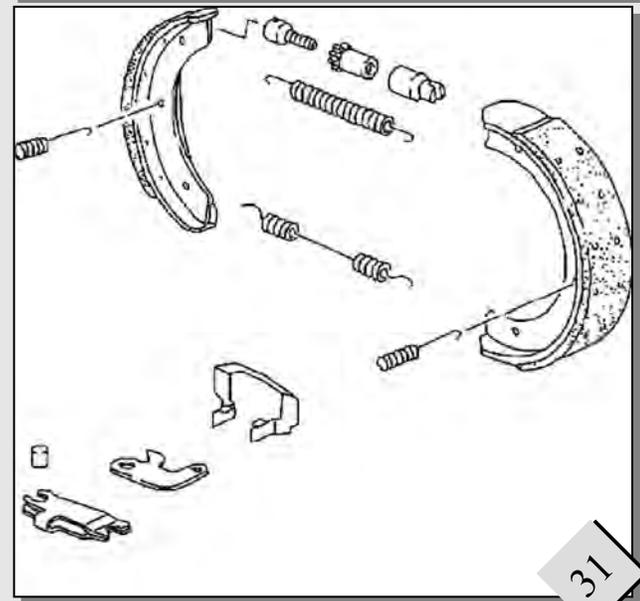
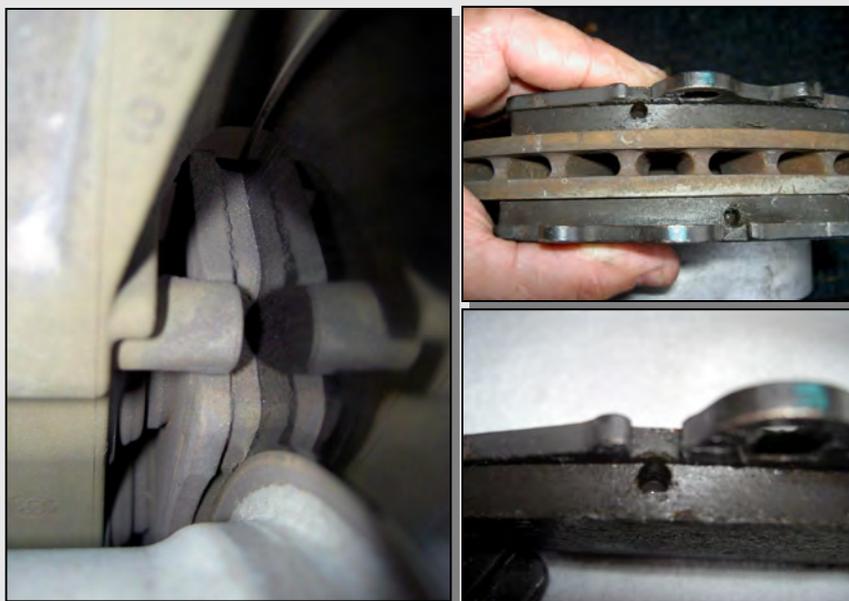
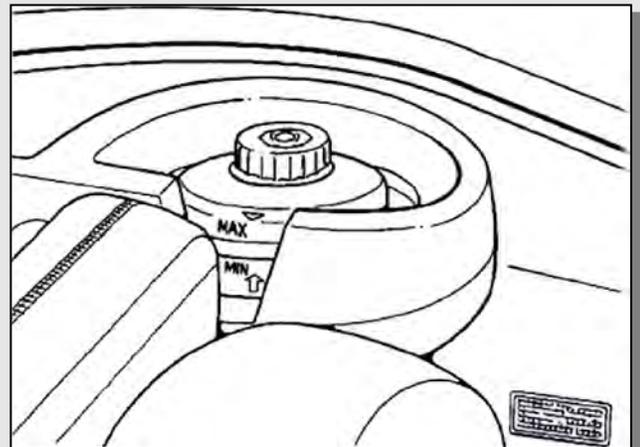
Keep in mind that the fronts have a different thickness than the rears, so measure them individually.

As a rule of thumb the rotors last the life of two pads. And the rears last twice as long as the fronts.

The other components that we haven't talked about yet, are the Brake Fluid Reservoir, This is generally located in the front trunk, and is where the brake fluid is poured. It gives you a minimum and maximum level and you should make sure that it's never lower than the minimum.

At the two rear wheels we also have the emergency brakes. This system generally uses the internal part of the rotor or "hat" as a drum brake and two expanding circular pads that press against the hat when activated.

This system is completely mechanical and independent from the hydraulic brake system, but will only activate the rear wheels. Not great for breaking, but better than nothing in an emergency and great for parking, hence it's nickname "parking brake".



# Tech - Maintain Your Brakes

The hydraulic system is made up of solid lines that connect the different components. You may have asked yourself, just exactly how does the whole system work?

Because liquids don't compress, if you fill a line with liquid and put pressure on one end (pressing the brake pedal) you will have an immediate and equal reaction on the other end of the line, just as if you had a solid rod connecting the two ends.

This pressure at the end is connected to the caliper pistons which move against the pad, which then presses against the rotor. The harder you press on the brake pedal, the harder the pads press against the rotors.

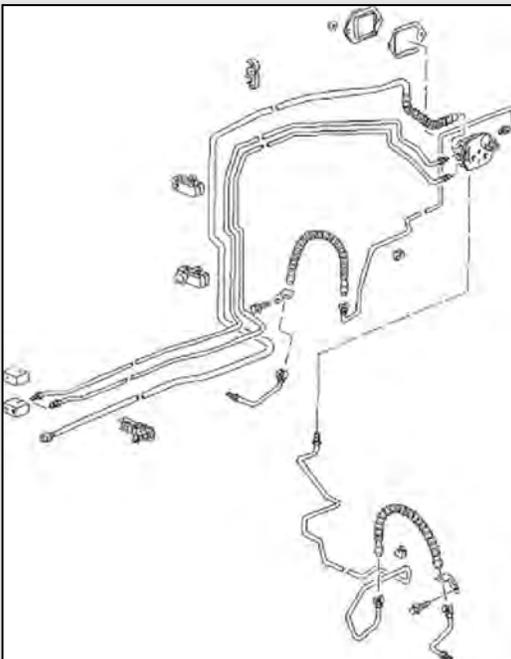
You will also find four flexible brake lines that connect the solid tube to the caliper, allowing the wheels to move side-to-side, by the steering wheel (for the fronts) and/or up-and-down by the suspension (all four) and still transmit brake fluid,

As we explained before, a great amount of heat is generated when stopping the car. Because of that the rotors are internally ventilated, forcing cool air through the inside of the rotors as they

rotate. The cars also have cooling ducts to direct oncoming air directly to the front brakes, which generate the most heat because they do the most work.



Most of the new brake rotors are now cross-drilled from the factory. The purpose for cross-drilling is to allow for the quick escape of gasses between the pads' and the rotors' surfaces. These gasses are generated by the application of the brakes when the great heat generated tends to sublimate some of the pad. A second advantage to cross-drilling the rotors is that there is much less brake fades when wet. One of the disadvantages is that is the cross-drilled rotors tend to crack around the perforations, so chamfering helps to relieve the cracks. Also chamfering eliminates a bit of the cheese grater effect on the pads.



# Tech - Maintain Your Brakes

Some people prefer slotted rotors which allow for gas and water to escape, but don't crack as the cross-drilled.



Brake bleeding is necessary before every DE and once every two years (as per Porsche recommendations). The reason is that Brake fluid absorbs water. And as you are now very aware, because of the friction, heat is generated while braking. This heat is transferred to the calipers, where the brake fluid resides. Water boils at a much lower temperature than brake fluid (212 vs. 400 deg. F).

Once the water in the fluid starts to boil, it will generate bubbles of water vapor in the fluid and will now allow compression and brake efficiency is lost (mushy brake pedal).

The easiest way to bleed is to use a Power Bleeder.

Pour in one liter of your favorite brake fluid.

Connect the cap to the Brake Reservoir and pump to 20 lbs of pressure.

I place it in a bucket just in case of spills if the pressure line breaks.

This way you contain the fluid which is a paint solvent.

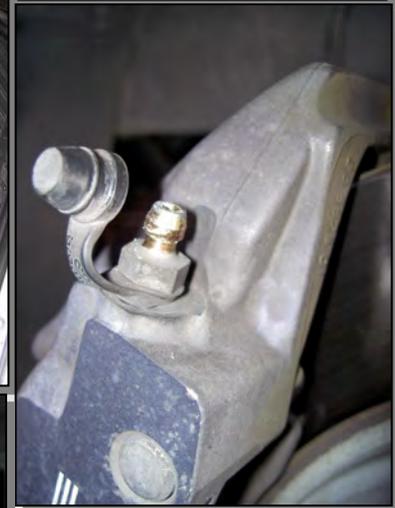
With the system pressurized start with the right rear wheel and pop off the two bleed caps.

Place the drain hose and wrench on the nipple and loosen it. Make sure to catch the flow in a receptacle.

Do both nipples until you get new fluid coming out.

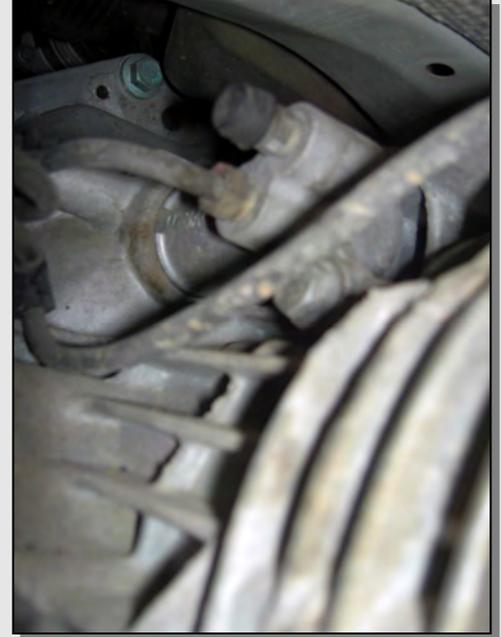
If you alternate fluid colors from blue to gold and back, you can clearly see when the new color starts coming out.

Then move to the left rear, the right front and finally the left front.



# Tech - Maintain Your Brakes

Even though it's not part of the brakes, it is a good idea to bleed the clutch at the same time. I particularly like PAGID Orange Racing Pads.



depress and hold down the clutch pedal while you bleed it.

You can either have an assistant sit there and do it, or just use a piece of 2 by 4. To find the clutch bleed nipple, look on the left, upper side of the transmission. It's easier to see than to get at it. You bleed it the same way as the calipers.

After you finish and remove the Power Bleeder, make sure to check the fluid level in the reservoir is full.

For daily driving and AX, the stock brake pads are great, but for fast track days you really need a specialized brake pad that can take the additional heat generated by the higher speeds. If not, you will experience

They really are orange .... well, at least when you mount them, because after the first couple of laps the heat turns them black.

These pads have no sensor holes, so the sensors must be zip tied out of the way.

If installing Racing pads, keep in mind that they are not DOT legal.

They will not brake properly unless they are VERY hot, as I found out for myself on my way to Sebring a few years ago.

If you would like additional information on Porsche Brakes, other components, and many DIY Projects, please visit my website at: [www.PedrosGarage.com](http://www.PedrosGarage.com).



*Happy Porsche'ing,*

**Pedro**

*Note: Drop a note to the Editor, if you would like a copy of the images in a larger format.*

## SOCIAL EVENT - VOLUNTEER APPRECIATION



**DATE:** Wednesday, April 2, 2014

**TIME:** 6:15PM to 9:15PM

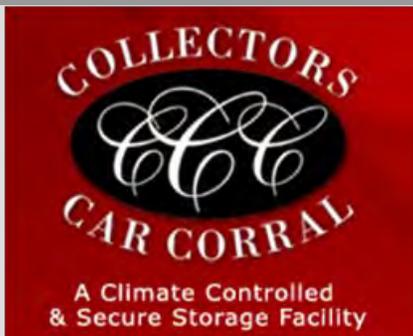
**LOCATION:**

Snyder's Willow Grove  
841 N. Hammonds Ferry Road  
Linthicum, Maryland 21090  
Phone: 410-789-1149  
[www.snydersrestaurant.com](http://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](http://www.clubregistration.net).

## CONCOURS EVENT - COLLECTORS CAR CORRAL



**DATE:** Saturday  
April 5, 2014

**TIME:** 10:30am to 2:00pm

**LOCATION:** Collectors Car Corral  
12 Music Fair Road  
Owings Mills, MD 21117



**Our program for this session will include:**

- Concours Discussion – What is it, types, categories, judging process, PCA-National rules, PCA-Chesapeake rules. How do other clubs/marques judge.
- Opportunities to compete - upcoming shows:
  - o Deutsche Marque show – May 4th.
  - o Chesapeake Challenge – September 20<sup>th</sup>.
  - o Porsche Parade – June 15-21, 2014: Monterey, CA, June 21-27, 2015: French Lick, IN, and 2016: Jay Peak, VT.
- Detailing – The Collectors Car Corral detailer, Stuart, will give detailing tips, product recommendations.

**Registration – Please register on-line through [www.ClubRegistration.net](http://www.ClubRegistration.net).**

## TOUR EVENT - Gettysburg & Inn at Herr Ridge



DATE: Sunday, April 6, 2014

TIME: 12:00pm to 6:30pm

LOCATION:

The Inn at Herr Ridge  
900 Chambersburg Road  
Gettysburg, PA 17325  
717-334-4332  
[www.innattherridge.com](http://www.innattherridge.com)



Let's get our Porsches' engines revved up for our first tour of 2014. We will start with a scenic drive going North thru Corderus State Park, and into Gettysburg PA. 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 2014. We will start with a scenic drive going North thru Corderus State Park, and into Gettysburg PA. To complete our tour we will dine at The Inn at Herr Ridge in an 1815 Country Inn with plenty of history.

RSVP by March 30<sup>th</sup> to Mike Cook at [mike@pcachs.org](mailto:mike@pcachs.org) and how many will be in your party. [www.tour@pcachs.org](http://www.tour@pcachs.org)

## 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](http://www.ClubRegistration.net)

## TOUR EVENT - PORSCHE SWAP MEET, Hershey, PA



**DATE:** Saturday, April 19, 2014

**TIME:** 7:30am to 4:00pm

**LOCATION:**

Hershey Park, Hershey, PA  
100 W. Hersheypark  
Hershey, PA 17033



The second 2014 Tour Season is our annual breakfast and caravan drive on April 19<sup>th</sup> to the Hershey Swap Meet in chocolate town, PA. The rain or shine “Porsche-Only Swap Meet” is sponsored by our friends of the Central Pennsylvania Region. This is the largest single-marque gathering to sell and exchange anything and everything Porsche. Whatever you need for that 356, 944 or 911 you’ll most likely find it at the Swap Meet.

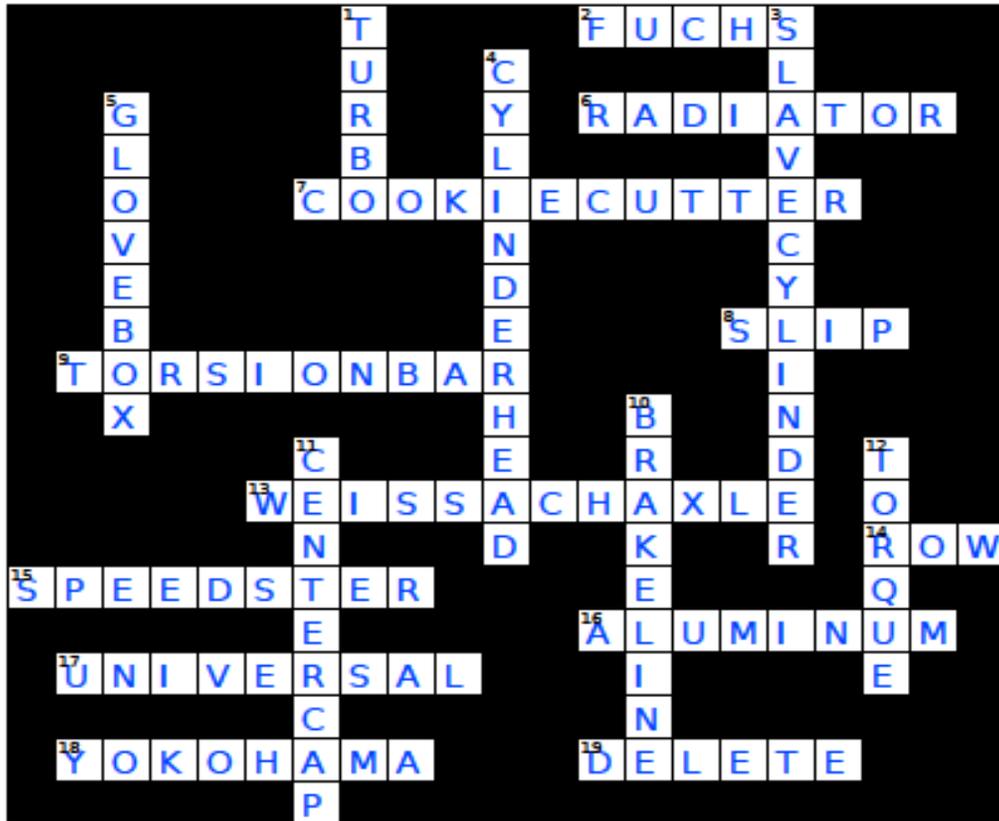
We will meet at 7:00am for Breakfast at the *New Freedom Restaurant and Coffee Shop* in New Freedom, PA, which is located on York Road just north of the PA / MD line. To get there, drive north on **I-83** and take **Exit 36** at Rte. 439, Old York Road. The off ramp will take you to Old Your Road where you will turn right and drive a hundred yards to **York Road** where you will turn right again. Drive north on York Road for approximately 2 miles to the *New Freedom Restaurant & Coffee Shop*, which will be on your left where there is plenty of parking. Here’s the Google Map link to find the restaurant: <https://www.google.com/maps/place/New+Freedom+Restaurant/@39.7306304,-76.6685562,17z/data=!3m1!4b1!4m2!3m1!1s0x0:0xce06718c617efbb9>



# PORSCHE PUZZLER

**March Puzzle Solution**

## 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

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](mailto: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](http://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](mailto: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](mailto:porschepatter@pcachs.org)) for details or to submit an classified advertisement.

## Items for sale, rent, loan and free!

### For Sale:



Are you looking for a cabriolet for the spring, yourself or for someone in the family who appreciates German engineering? Look no further. First time offered - my 1997 triple-black BMW 318i Cabriolet. With only 102,300, and in great condition, this four-cylinder five-speed beauty consistently achieves 30 miles per gallon city/highway.



Recent upgrades include: new catalytic converter and oxygen sensors, new battery, and new acrylic rear window.

There is much to like about this car, but I need room in the stable. \$6,500/offer. **Contact:** Michael Murphy at 410-491-3254.



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.

# Market

## For Sale:



**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](mailto: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: <http://pcachs.org/pca-maryland-license-plate/>. 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](mailto:porschepatter@pcachs.org) for additional information.

Volume 53, Issue 612

April 2014

