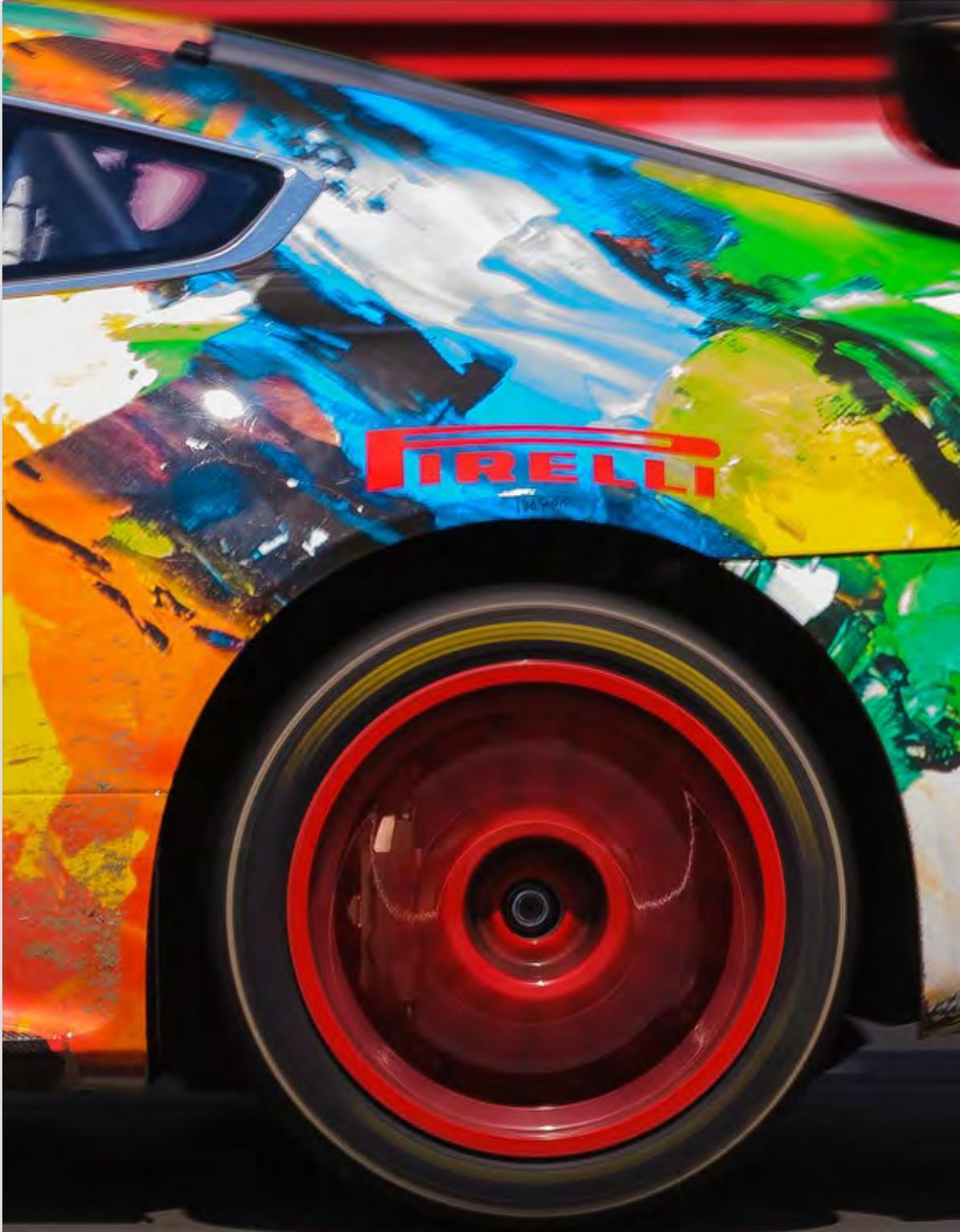




Chesapeake Region

Patter



Volume 53, Issue 613

May 2014

Aston by Dan Volkens



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.

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.

Cover Photo by:
AUTOMOTIVATED



Chesapeake Region

Patter



Volume 53, Issue 613
May 2014

*Baltimore's Only Exclusive Porsche Dealer
100% Dedicated to Porsche!*



*Porsche of Towson is a Proud Partner of the
Chesapeake Region PCA*

Come in for your PCA Special on:

HPDE/Track Day safety inspection: \$95

HPDE/Track Day safety inspection including brake fluid service: \$285



PORSCHE of
Towson

Driven to Excellence

443-921-4600

www.PORSCHETOWSON.com



Chesapeake Region

Patter

5	President's Message	<i>Gary Martinez</i>
6	Murphy's Garage	<i>Michael Murphy</i>
8	Membership	<i>Taylor Ainge</i>
9	Upcoming Events	<i>Editor</i>
11	Tech - Concours d'Elegance	<i>Concours Co-Chairs</i>
13	Tech - Ron's Rods	<i>Doug Ehmann</i>
15	Sports Car Racing News	<i>Editor</i>
18	Gettysburg and Herr's Ridge Inn Tour	<i>Mike Cook</i>
20	Durch die Heckscheibe	<i>Bob Rassa</i>
22	Autocross Schedule—2014	<i>Editor</i>
23	Vic Elford's World	<i>Hemmings Sports & Exotic</i>
31	In The News !	<i>Editor</i>
36	Tech - Let's Take A Brake	<i>Pedro Bonilla</i>
40	The Market	<i>Editor</i>
41	PCA License Plates	<i>Bruce and Laurie Tarsis</i>

in this issue 



Chesapeake Region

from our president

What a fantastic Spring we've had! Not weather-wise so much, but event-wise it has been a terrific time to be a member of Chesapeake. Our amazing Board members have put on an absolutely fantastic array of tech sessions, tours and meetings to open our driving season; two and three events a week. I most certainly hope that you have had an opportunity to get out to join your fellow aficionados of the marque and have some fun!

If not, don't despair, as our activity calendar is just as full moving forward on into Summer. This month (well technically April 26th but who's counting) brings our Autocross season to the fore, with a new series of monthly events at BWI airport for all of you who'd like to challenge yourselves against the best drivers Chesapeake has while having just a ton of fun at the same time.

Today I have the very special privilege of announcing two unique opportunities for our members to enjoy the benefits of Region association.

The first is the formation of a Chesapeake group to help us join the teen-oriented **"Tire Rack Street Survival"** driving school program. This program, initially sponsored by Tire Rack and the BMW Car Club of America, has now been adopted by and is also sponsored by the Porsche Club of America. It is a one-day, "hands-on" experience for teen drivers, organized and taught by members of these car clubs.

Our Region has the opportunity, with the help and guidance of "Tire Rack Street Survival", to organize a "school" day, recruit teen drivers, and take them through a day of in-class instruction as well as "on the street" driving maneuvers. There is so much more to this pro-

gram than I can describe here, but we are forming a group to organize our effort and will be looking for volunteers to assist us. So, if you are interested in learning more and helping out, please contact me at president@pcachs.org, and I'll get you on the list!

My second announcement is a real treat and special occasion. We are extremely fortunate to be able to let you know that for our 2014 Chesapeake Challenge event in September, we will have a special guest joining us; one of Porsche's preeminent and most storied drivers, **Vic Elford**, will be in attendance for the entire day.

For those of you unfamiliar with Mr. Elford, his time behind the wheel of everything from TR3A's to Porsche 911's to Formula 1, as well as any number of prototype racers, has made him a true Porsche icon as well as a much sought after speaker. His participation in the 917 program, from its inception through the development of the platform into one of the all-time great racing cars, is now Porsche legend.

We will be featuring him in this and our Patter issues to come; so be sure to check out the articles and stories about his career and life. We may even have a few other surprises to announce as we make our way to the Challenge, so be sure to stay tuned into the latest developments throughout the summer.

As always our goal is to have as many offerings as we can so that everyone will find something they'd like to experience. I'm always happy to hear from you at president@pcachs.org and look forward to seeing you at an event soon!

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

Gary

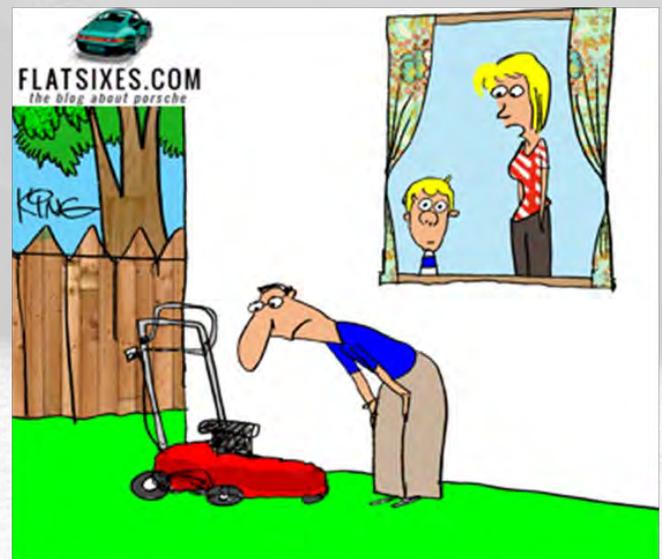
Now that you are reading the fifth edition of the 2014 Patter, I thought it would be a good time to ask you the readers what you like,

don't like, and what we need to include in future editions. Real easy, click the link below to open a three question survey and select your choices, and you're done. <https://www.surveymonkey.com/s/NLQTWMW>

- **President, Gary Martinez's** monthly message has two surprises, so flip back to Page 5 and make sure you read what's in store for the membership.
- **Membership Chair, Taylor Ainge** shows us how many members are having significant anniversaries this month? See Page 8.
- Our **Concurs Chairs, Ron Gordon and Doug Ehmman** treated a around a dozen members to the "inside scoop" on what it takes to prepare your Porsche for Concours judging. What to know more, see Page 11.
- **Doug Ehmman** is doing double duty this month as Doug arranged to have the membership meet Ron Yeager, a master metal fabricator and artist. Enough said, check out Doug's write up on Page 13.
- **Catch the new Porsche 919** this Saturday , **May 3rd** when it races in the WEC. On Sunday, **May 4th** we get to see the new **911 RSR** go head-to-head against the BMW Z4 and Corvette at Laguna Seca. See pages 15-17 for all the details.
- Did you see how many members turned out for the Gettysburg Tour and dinner at Herr's Ridge Inn. Tour **Co-Chair Mike Cook's**

summary and photo montage awaits the reader starting on Page 18.

- **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 20.
- **Autocross Schedule** is on Page 22.
- **Vic Elford** is a racing legend and *Hemming's Motor Sports* article brings us into his world starting on Page 23.
- **In The News** is back with info on a 911 and a new 4-cylinder turbo motor - Page 31.
- **Pedro Bonilla** is back with the concluding Technical article on brakes and braking. See Pedro's article starting on Page 36.
- **Market** items for sale appear on Page 40.
- **PCA License Plates!** See Page 41.



"Yes, it is a little strange that your dad can restore a classic Porsche from scratch, but can't figure out why the lawn mower won't start."



Chesapeake Region

the team

President	Gary F Martinez	president@pcachs.org
Executive Vice President	Mark Hubley	executive@pcachs.org
Vice President	Claude Taylor	vicepresident@pcachs.org
Treasurer	Lynda Sobus	treasurer@pcachs.org
Secretary	Michael F Murphy	secretary@pcachs.org
Past President	David Dukehart	pastpresident@pcachs.org
Autocross	Rick Macinnes	autocross@pcachs.org
Autocross	Pat Walker	autocross@pcachs.org
Patter Editor	Michael F Murphy	porschepatter@pcachs.org
Publicity	Tim Lavery	publicity@pcachs.org
Social	Gene O'Dunne	social@pcachs.org
Social	Sharon O'Dunne	social@pcachs.org
Tech Sessions	Doug Ehmann	tech@pcachs.org
Tech Sessions	Rob Mairs	tech@pcachs.org
Tour / Rally Master	Steve Graham	tour@pcachs.org
Tour / Rally Master	Mike Cook	tour@pcachs.org
Tour / Rally Master	Bob Purgason	tour@pcachs.org
Chief Driving Instructor	Ellen Beck	instructor@pcachs.org
Community Service	(Available Position)	communityservice@pcachs.org
Concours d'Elegance	Ron Gordon	concours@pcachs.org
Concours d'Elegance	Doug Ehmann	concours@pcachs.org
Historian	Bob Rassa	historian@pcachs.org
Membership	Taylor Ainge	membership@pcachs.org
Webmaster	Terry Della Vecchia	webmaster@pcachs.org
Insurance	Lee Rock	insurance@pcachs.org
PCA License Plates	Laurie Tarsia	pcalicenseplates@pcachs.org
PCA License Plates	Bruce Tarsia	pcalicenseplates@pcachs.org
PCA Zone 2 Representative	Cheryl Taylor	zonerep@pcachs.org

Membership

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

Primary Members	744	Affiliate Members	488	Total Members	1,232
------------------------	------------	--------------------------	------------	----------------------	--------------

New Members:			
Eric Astran	West Friendship	2008 Boxster S Silver	
Tom A. Carroll	Towson, MD 21204	2010 Panamera Blue	
Eric W. Donoho	Timonium	2014 Cayman Yellow	
Dana Dukes	Baltimore	2014 Cayman S Gray	
Bruce Eppard	Crofton	1999 Boxster	
George Gavrilu	Baltimore	2008 Cayenne Silver	
Louis Gibbons	Stevensville	2003 Carrera 2 Red	
Terry R. Hess	Ridgely	2014 Carrera Yellow	
Drew Kellogg	Easton	2006 Carrera	
Roger P. Lewis	Fulton	2002 Carrera 4S Gray	
Thomas McIntyre	Ellicott City	1997 Carrera C2	
Laura Moffit	Sykesville	n/a	

Anniversaries:

45 Years	Anne Bunting
-----------------	--------------

30 Years	Thomas Beckman
-----------------	----------------

20 Years	Gene Fierro, Martin Pokrzywa and Theodore Davis
-----------------	---

15 Years	Barry Ramsay and Yvette Davis
-----------------	-------------------------------

10 Years	John Benzing, Maxwell Kuker, Christine Manuelian, Don Mattran, Rita Bender and John Wellschlager
-----------------	--

5 Years	Valerie Bremer, Gabriela Fishpaw, Lee Fishpaw, David MacKenzie, Vasil Palov and Thomas Theoharidis
----------------	--

1 Year	George Cruz, Camille Rivera, Dick Rochfort, Mary Rochfort, Ann Rochfort, Joe Sharp, Dave Schuster, Nathan Tocus, Harlie Yeldezan, Roberta Zach, Nick Foca, Ashley Gibbon, Patricia Gibbon, Robin Pole, Thomas Pole, Stephanie Turner and Todd Turner
---------------	--

SOCIAL EVENT - NEW MEMBER PARTY

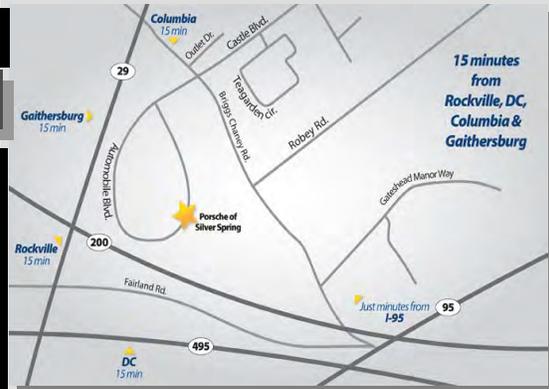
PORSCHE OF SILVER SPRING

DATE: Saturday, May 10, 2014

TIME: 9:30AM to 11:30AM

LOCATION:

Porsche of Silver Spring
3141 Automobile Blvd.
Silver Spring, Maryland 20904
Phone: 877-306-7132
www.porscheofsilverspring.com



Join us for the first New Member Party of 2014 at Porsche of Silver Spring where our hosts has provided us with their unique showroom. Just so you know, all PCACHS members are invited to the New Member Party, and not just those members who joined since January 2013. We hope you can join us as this is one of the best opportunities to meet your Officers and Committee Chairs, as we certainly want to meet and get to know you.

Registration is available on line at www.clubregistration.net or please contact Taylor Ainge at www.membership@pcachs.org. Follow link for map: <http://www.mapquest.com/#a127154f3d94007280e8e271>

DRIVING EVENT - AUTOCROSS

AUTOCROSS

DATE: Saturday
May 17, 2014

TIME: 7:00AM to 2:00PM

LOCATION: BWI Autocross Lot
Mathison Way
Glen Burnie, MD 2



AUTOCROSS TO WIN
DENNIS GRANT FARNORTHRACING.COM



If you are just starting out or an old pro, check out Dennis Grant's webpage at www.farnorthracing.com to read and learn the "art" and "science" of Autocross — and of course have fun!

Registration is available on line only at www.motorsportreg.com.

TOUR EVENT - MUSKET RIDGE



DATE: Sunday, June 8, 2014

TIME: TBD

LOCATION:

Musket Ridge Golf Club
3555 Brethren Church Road
Myersville, MD 21773
301-293-9930
www.musketridge.com



Our program for this event will includes:

A Driving Tour starting from the Sykesville/Eldersburg area, and ending at the Musket Ridge Golf Club just west of Frederick. Additional details are coming soon: the important thing for now - save the date - *for a Tour you do not want to miss!* Questions? www.tour@pcachs.org.

Tech Session - Concours d'Elegance

Concours at the Collectors Car Corral



(September 20th), and at the PCA-National level at the Porsche Parade (June 15-21, 2014 in Monterey, California). They also mentioned other concours shows where our Porsches could be judged – the Deutsche Marque Concours for German cars (May 4th, Nottaway Park in Vienna, Virginia) and the huge show held by the Antique Automobile Club of America in Hershey, Pennsylvania (October 11th).

During this concours session, we did some demonstration ‘judging’ of two cars. David Dukehart brought his beautiful and (nearly) spotless 2001 911 Turbo. Judges Ron, Rob Mairs, Steve Graham, and Doug evaluated the car, explaining the process and answering questions from the group. David’s car was judged in the ‘Preparation Touring’ class, as it is in like-new condition. Bob Gutjahr brought his 1979 924 Sebring,

On April 5th, the Concours team held a session for those interested in showing their Porsche and having it evaluated against PCA judging criteria.

Ron Gordon has been the PCA-Chesapeake Concours Director for many years, and he has a wealth of judging experience with our club, and at the PCA national level. Ron provided a good discussion on Concours describing what it is, types and categories of competition available, the judging process, and PCA rules.



Ron and Concours Co-Director, Doug Ehmann then discussed opportunities to compete within our PCA-Chesapeake club at the Chesapeake Challenge



which we evaluated in the ‘Preservation’ class, since it’s older almost entirely original. It’s a great car, and we had fun seeing it.



Tech Session - Concours d'Elegance

Our host was PCA-Chesapeake member Randy Moss. Randy owns the Collectors Car Corral, located at 12 Music Fair Road, in Owings Mills. The facility is a



30,000 square foot state-of-the-art climate controlled and secure-access building. The Collectors Car Corral offers storage, detailing, and membership in an automotive country club. It's an

impressive facility and had plenty of space for this concours session.

The Collectors Car Corral detailer, Stuart Smith, gave a nice talk about cleaning and detailing. He provided some helpful tips, product recommendations, and answered questions.

Thanks to all who participated in this session. Concours is yet another way for PCA members to enjoy their cars. And the concours program has many classes – from comprehensive and intense, to less thorough and casual – to allow everyone to have fun with their Porsches.



Tech Session - Ron's Rods

The Art of Metal Fabrication



By Doug Ehmann, Co-Chairman, Tech Committee

Welding, hammering, metal stretching, metal shrinking, cutting out rusty panels and replacing them with new sheet metal patches, working dents out of body panels – during our Tech Session on April 12th we did all these things. We were at ‘Ron’s Rods’ in Kingsville, Maryland. Ron Yeager and his assistant, Dan Addington, were our



Thin-Metal Welding “How To” by Ron

hosts and trainers.

Ron has been in business with ‘Ron’s Rods’ for over twenty-five years. Ron specializes in custom metal work and repairs. Although Ron works on lots of street rods, he has extensive experience doing metal

work on Porsches and other sports cars. Ron’s cars have been national award winners. He’s a true artisan. He also has a big collection of metal working tools and equipment to tackle just about any job.

We started the day looking at PCA member Allen Gunzelman’s 356. Major restoration work was done at Ron’s Rods, which included replacing badly rusted body panels, and hand forming new panels when replacements were not available. The transformation



from rusty barn-find to beautifully restored car was very impressive.

Ron then sliced open a rusty truck door, and welded it back together. He demonstrated how the work is done to make a seamless repair that restores the original body lines. Ron tack welded the panels, then hammered the welds to remove deformations the welding process had caused. He used template tools to show when the original curves were achieved, and grinders to remove traces of the weld filler material.

Ron’s assistant, Dan, showed a panel he had formed to lengthen the cab on a truck. He used a Pullmax machine to form beads in the panel to match those in the cab, and an English Wheel to work in the proper curves.

Tech Session - Ron's Rods

Ron's Rods

Ron and Dan also demonstrated dent removal. They had a hood from a Ford truck, which some kids had walked across and dented badly. Ron and Dan slowly worked the metal with special hammers, a dolly, and punches to relieve stresses and deformation in the metal, and return it to its intended shape. It was a good learning experience for all of us. It was a successful 'Tech' day for those who attended!



Here's Ron's contact information: **Ron's Rods, 6724 Sunshine Ave , Kingsville, MD 21087, (410) 592-1148, www.ronsrods-md.com.**



Ron's Personal Custom Vehicle as displayed at the North County Garage Tour in 2013

Tudor Sports Car Challenge at Monterey

Sports Car Racing News

How And Where To Watch Porsche In This Weekend



April 28, 2014

It was just a year ago (May 2013) that CORE autosport was the newest Porsche team on the grid at Mazda Raceway Laguna Seca. The South Carolina-based team came to the Porsche family

as two-time American Le Mans Series (ALMS) Prototype Challenge (PC) champions but with no GT experience.

Flash forward to September 2013 at the Circuit of the Americas and that same team, CORE autosport, was named the preparation partner to Porsche Cars North America (PCNA) and Porsche Motorsport North America (PMNA) for the German marque's first North American "works" program in recent memory. Driving the Porsche 911 RSR, the two-car factory effort, now under the banner "Porsche North America", opened the 2014 TUDOR United SportsCar Championship with back-to-back victories in Rolex 24 At Daytona and Mobil 1 Twelve Hours of Sebring. In less than a year's time, CORE went from a "newbie" in GT racing to a full-factory effort and winners of two of the most prestigious sports car races in the world.

This coming weekend during the Continental Tire Monterey Grand Prix Powered by Mazda they'll be back at it. **The No. 911 will be piloted by Porsche factory drivers Nick Tandy and Richard Lietz, while Patrick Long and Michael Christensen will share driving duties in the No. 912. The 3rd 911 RSR, the Team Falken Tire entry, is driven by the usual crew of Wolf Henzler and Bryan Sellers.**

What You'll See

This weekend's main event is actually broken into two separate races in order to accommodate the full field (Laguna Seca is too small a track to allow for all 51 entrants to race at the same time, hence the need for two separate races). The first is the 2-hour GT Daytona Class (featuring the Porsche 911 GT America) that runs on Sunday May, 4 at 1:15 p.m. ET/ 10:15 a.m. PT. The second race is the GT Le Mans Class (featuring the Porsche 911 RSR) and runs later that same day at 5:45 p.m. ET/ 2:45 p.m. PT.

In addition to the main event is the Porsche GT3 Cup Challenge USA by Yokohama. Held on the same day, in two 45 minute races. The first is the Platinum Class (Model Year 2014 Porsche 911 GT3 Cup cars) at 12:00 p.m. ET/ 9:00 a.m. PT and the 2nd race is the Gold Class (Model Year 2011-2012 Porsche 911 GT3 Cup cars) at 8:15 p.m. ET/ 5:15 p.m. PT.

Where And When To Watch:

Television Race Broadcast: *Sunday, May 4*

GTD/PC Race: **1 p.m. ET/10 a.m. PT** on **FOX Sports 1**

GTLM/P Race: **5:30 p.m. ET/ 2:30 p.m. PT** on **FOX Sports 1**

Live Race Streaming: IMSA.com
FOX Sports GO mobile app

Live Radio Broadcast: Motor Racing Network on IMSA.com, MRN.com, SiriusXM NASCAR Radio (Channel 90)

World Endurance Championship

Sports Car Racing News

FIA WEC, PORSCHE 919 HYBRID: DRESS REHEARSAL FOR LE MANS

The six-hour race in Spa-Francorchamps on May 3rd is only the second event for the new Porsche Team with the highly complex Porsche 919 Hybrid. But, at the same time, it is the last race before the season's highlight at Le Mans on June 14th/15th. The challenging Spa-Francorchamps circuit in the Belgian Ardennes has several things in common with the Circuit de 24 Heures in Le Mans: a relatively long lap (7.004 kilometres) and impressive full throttle sections. However, the differences in elevation are significantly bigger than in Le Mans. Long uphill sections require the utmost power from the efficient hybrid cars. Every race driver has respect for Eau Rouge. When braking for the chicane after the high speed Blanchimont section, the G forces press the drivers back in their seats. To talk about the weather in Spa, often means touching on a serious topic.

According to the FIA World Endurance Championship's new regulations, the Porsche 919 Hybrid's systems are allowed to produce (recuperate) 4.78 megajoules of electrical energy per lap in Spa, store it and use it to power

the electrical engine on the front axle. 4.78 megajoules correlate to 1.33 kilowatt hours (kWh), which is the common unit of measurement for normal households. Calculating that the six-hour race will be run over 170 laps, each of the Porsche 919 Hybrid cars can produce 226.1 kWh. This is almost the amount of electrical energy a standard household in Germany uses during an entire month in summer. This indicates the new technology's huge potential for future hybrid driven road cars.

The Spa six hours will be green flagged on Saturday, May 3rd, at 14:30 hrs CEST and should finish at 20:30 hrs CEST.

At the World Championship's opening round in Silverstone the trio of drivers in car no. 20, Timo Bernhard (Germany), Brendon Hartley (New Zealand) and Mark Webber (Australia), finished third. The no. 14 sister car of Romain Dumas (France), Neel Jani (Switzerland) and Marc Lieb (Germany) failed to score points because of drivetrain problems.

(cont.)



World Endurance Championship

Quotes before the race:

Fritz Enzinger, Vice President LMP1: “We can build on our Silverstone performance. Even with difficult weather conditions, the new Porsche Team has managed to have a very solid debut. Our drivers were outstanding, and in the pits we made the right calls. But we have to keep our feet on the ground, as there are countless more situations ahead during which we will find ourselves first timers. The second championship round is the dress rehearsal for Le Mans. Our main target for Spa is clearly to finish the race with both Porsche 919 Hybrids.”

Romain Dumas (#14): “Spa is one of my favourite circuits. It has great high-speed sections, slow corners, differences in elevation and a great racing atmosphere with passionate fans. I have won quite a few races there – the 24 hours twice, a race in a LMP1 car two years ago and, earlier in my career, a Formula 3000 race. I think we had a good performance in Silverstone and in Spa we will be even better.”

Neel Jani (#14): “Our first entry as a team in Silverstone worked quite well and we have learnt a lot that should allow us to take the next step in Spa. In terms of aerodynamics, again we will only have a small amount of downforce, but we have a good top speed and this should count more in Spa than it did in England. In case it rains again, downforce doesn’t matter anyway. Being the last rehearsal for Le Mans makes the six hours of Spa even more exiting for all of us.”

Marc Lieb (#14): “Spa is a downforce circuit and the LMP1 car has a lot more downforce than a GT car. I am very much looking forward to going through Eau Rouge for the first time with the 919 Hybrid. The question, whether you can take this corner flat out or not, is exciting. The circuit has a very beautiful flow to it and is always a challenge. One of the nicest memories of my ca-

reer comes from Spa, where I won outright in my very first 24 hour race back in 2003.”

Timo Bernhard (#20): “Spa is going to be nice. It is a great track, a drivers’ circuit and it has a long sports car tradition. I expect lots of fans there. Not only from Belgium, as it is also easy to get there for the Germans, the Brits, the French and the Dutch. For me it’s only 200 kilometres from home, which means my family will come along. The podium finish in Silverstone gave us an extra momentum to learn even quicker. Plus it gave us championship points. It’s a long time since I have raced for points, as in 2011 we didn’t have a drivers’ championship, so only manufacturers could score.”

Brendon Hartley (#20): “I think every driver loves Spa and I do as well. It is one of the best tracks in the world. I have driven all sorts of cars there. In 2012 I made my debut in endurance racing there and finished on the podium. Spa should suit our car more than the Silverstone circuit did. The straights are not quite as long as in Le Mans, but we will see very impressive speeds there. The famous Eau Rouge corner requires a lot of respect and we will see whether we can take it at full throttle or not.”

Mark Webber (#20): “We were all so excited and keen to get the first race out of the way and pull off a clean weekend with qualifying and the race, which went better than we expected. So now going to Spa shortly after the first race is good for us to try and continue the momentum. The dialogue in the team between all the drivers, the engineers and Weissach has been phenomenal when looking for areas where we can keep improving, which is a no brainer as we’ve only done one race. There is a bit of excitement in the camp, but we have our feet on the ground. We haven’t had two cars finish yet, so we’d like to do that and get both the no. 14 and no. 20 home.”

Gettysburg and Herr's Ridge Inn Tour

Gettysburg, PA, Sunday April 6th, 2014

What a great start of the PCA Chesapeake Region tour season. Mike Cook set up our initial tour with a leisurely drive to Gettysburg PA via a beautiful course through Northern Baltimore County into Adams County Pennsylvania. The day began beautifully with just a bit of crispness in the air and lots of sunshine which was glistening off the long line of all models and colors of the 22 Porsches. We begin our tour meeting at Graul's Market and Café located off Padonia Road in Timonium, MD. Some



members enjoyed coffee and breakfast/lunch sandwiches from the Café. Others were catching up with



friends or making new ones. All participants were given tour packets with directions and a Battlefield brochure. After each participant signed the waiver, we had our Drivers meeting summarizing the tour and guidelines. At 1pm, we **STARTED OUR ENGINES** and proceeded on our way.

The tour traveled North on scenic Falls Road into Pennsylvania driving through Corderus State Park, the

historic Town of Hanover PA and into Gettysburg PA. Our first stop was the Gettysburg National Battlefield Visitors Center which is the best place to begin to learn about the very historic battle that took place here. There is much to see here and many choose to see the very touching film, "A New Birth of Freedom," nar-



rated by Morgan Freeman; and included the restored 360 degree Cyclorama painting which depicted the Battle using sight and sound. Some members just enjoyed the Visitors Center itself, the Museum, or the Gift Shop.

We then gathered at our cars and then proceeded to the Battlefield. As we cautiously paraded through the Battlefield, we drove past several sites mentioned in the film at the Visitors Center. We drove past Big Round Top and Little Round Top, down through Devils Den, past many monuments to the largest one, the Pennsylvania Monument. Our parade circled around this vast Monument to park on the backside in one long row; one pretty Porsche after another with the prettiest baby blue Boxster Spider in the middle. Many members then climbed up to the top by use of the small spiral brass staircase that went up through one of the massive columns. From the top, you could see for miles and many discussed what took place between

Gettysburg and Herr's Ridge Inn

July 1 – 3, 1863. Countless pictures of the Battlefield and aerial photos of our beautiful Porsches were taken from every angle possible.

From here, we exited the Battlefield and drove through the Square where Lincoln gave his historical Address. Just a short drive from the Square was our final destination, Sharpshooters Grille located on the historic site of Herr's Ridge Inn built in 1815. Here was where the first shot rang out to begin this horrific Battle. The Inn also served as the Confederate Headquarters and a Field Hospital. The dinner menu was quite impressive from salads, sandwiches to entrees which were all moderately priced. It was a great socializing time with many old and new friends discussing the day's venture.

Thank you all for coming along; looking to return again to this area for we only touched on some of its beauty and history.

Tour Chairs - Steve, Bob and Mike





Durch die Heckscheibe

Durch die Heckscheibe

(Through the rear window)

Bob Rassa, Historian

Last month we said we would have a throw-back look at some past Chesapeake Region events, and so we shall, courtesy of the stash of old Patters that we have in water-resistant containers in our library.

The Region was quite small back in the 60's, with only 26 (yes, twenty-six!) active members as of October 1967, so the fact that we had events at all was pretty amazing. We participated in Baltimore Area Sports Car Council (BASCC) events as the eight clubs in the Council had a lot going on, with a varied mix of TSD rallye, gimmick rallye and autocross, plus local races at Marlboro, so there were tons of sports-car things to do each month. You may recall in a prior *Patter* piece that the BASCC orchestrated 8 team-trophy rallyes and 8 team-trophy autocrosses a year, plus there were numerous gimmick rallyes, charity rallyes, a Braille rallye, plus dinners, tours and caravans and the like. So all in all, a plethora of events for excited Porsches to escort their happy drivers to during the year.

As a sampling of **April – May 1968** events we had the following:

April 6-7: SCCA National Races, Marlboro MD (now long closed, unfortunately)

April 6: Charity Rallye, by Mustang Sports Club of America (Perry Hall Shop Ctr)

April 13: Gimmick Rallye, by Volvo Marque Club (Eudowood Plaza)

April 20: Annual “The Hummer” dance, by Chesapeake Sports Car Club (Bricklayers Hall)

April 21: Team Trophy Rallye, by Volvo Marque Club (Towson Plaza)

April 21: SCCA National Races, Danville VA

April 28: Autocross, RLSCC (location unknown)

May 5: Team Trophy Autocross, by Chesapeake Sports Car Club (Towson Plaza)

May 11-12: Cumberland Races (caravan by CSCC to Cumberland)

May 19: US Road Racing Championship (Bridgehampton NY)

Some of you are still reeling over the total membership count of 26 active members in 1967, and for historical purposes we thought it might be nice to tell you who they were, so here goes (with current members in **bold**; prior members still alive and kicking elsewhere are underlined): **M/M Heinz Werner Bade**, Dr/Mrs R. Bates; M/M H. F. Burton; Mr Ken Durham; Mr. Larry Ewald; Mr Fred Gloth; Dr Georgina Goodwin; Mr William Gruver; M/M Charles Harper; Maj Thomas Herren; M/M Arthur Holmes; Mr John Hudak; Mr. Bruce Jennings; M/M Knowlton Long; M/M D. K. Mayo; Judge William McWilliams; Dr Raymond Moore; Mr Chris Nitz; **Mr Bob Rassa**; Mr James Ross; Mr. Seymour Rubak; Mr Steve Shap; Dr S. G. Sullivan; **Mr Albert F Tiedemann**; M/M Fred Touchton; Mr. John Weida

Our_26 active and 8 family-active members worked hard to do our share of events - primarily a few autocrosses and rallyes - that the Shap brothers, myself and a few others orchestrated. For **some reason, not listed in that “official” roster was Frank Shap**, who I know was the family-active member of Steve Shap, so that would make 9 family-actives, for a total of---hold on

---35 total members. Also missing from this list are Don Riggs, Stan & Bernice Bailey, as and Dennis and Sam Kline who were all Potomac Region members but came to Chesapeake Region meetings. The Baileys have gone to Porsche heaven, but Don Riggs was still working at the Social Security Administration, last we heard a few years back. The Klins separated years ago but both are still around the area.

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

The IMS bearing fix: DOF



We have the **technoFix** IMS bearing Direct Oil Feed solves the lubrication issue of the bearing affordably fits all '97-'08 Porsches

We carry the **technoWind** clear windstop for 981

Call 954.385.0330 technolab/PEDROSGARAGE
Florida Pre-Purchase Inspections (PPI)

FREE DIY tutorials and technical info on our website.

technolab
PEDROSGARAGE

We also offer: Bolt-on HP kits, ECU Chip, HID/LED Performance Parts, Brake Caliper Restoration & Painting, AX & DE Magnetic Bras and Numbers, much more.

954.385.0330 • www.PedrosGarage.com



CPR

Vintage Porsche Restoration

410-822-8322 cprclassiceast.com Easton, MD
cpr.bruce@gmail.com cpr.brian141@gmail.com



www.atspeedmotorsports.com

Why pay dealer prices when you can save money AND receive more personalized services for your BMW, Porsche, Audi, or Mercedes-Benz?

Our experienced technicians provide all of your service needs including:

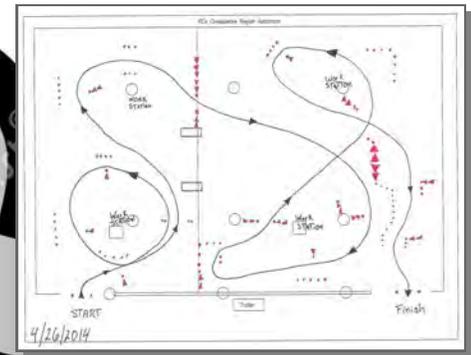
- Routine Maintenance
- Mechanical Repairs
- Pre-Purchase Inspections
- Professional Detailing
- 3M Paint Protection Packages
- Factory Warrantied Performance Modifications

Maryland's #1  Retailer and Installer

7410 Coca Cola Drive, Suite 110 Hanover, MD 21076 (410) 712-4290



Chesapeake Region—Autocross Schedule



www.peachs.org

Autocross Chalk Talk - April 12

Autocross No. 1 - April 26

Autocross No. 2 - May 17

Autocross No. 3 - June 21

Autocross No. 4 - July 19

Autocross No. 5 - August 16

Autocross No. 6 - September 21

Autocross No. 7 - October 12

**REGISTRATION FOR ALL
AUTOCROSS EVENTS**

www.motorsportreg.com

AUTOCROSS FEES	2013	2014
PCA Member Preregistered	\$40	\$35
PCA Member Walkup	\$50	\$45
Nonmember Preregistered	\$50	\$40
Nonmember Walkup	\$60	\$50

Vic Elford on driving the 917 in 1970 and today



Porsche 917K. Photo by Terry Shea

The Porsche 917 is unquestionably one of the all-time great racing cars. Taking advantage of a loophole through then-current FIA regulations, Porsche created a “production” car that dominated endurance racing for a couple of years before the FIA countered with new regulations that eliminated the 917’s loophole. But for two glorious years, the 917 bested all comers in endurance racing around the world, including earning the company’s first two of 16 overall wins at the 24 Hours of Le Mans.

In the most recent issue of *Hemmings Sports & Exotic Car*, I delved into the details of what eventually made

the 917, particularly in the form of the updated, second-year 917K, such a winner. I had the opportunity to get driving impressions of the famed car from two perspectives: one from the famous racer who drove the car in its glory years and the other from an experienced vintage racer – and current owner – who has had plenty of laps in a very wide variety of vintage race cars, right up to and including 1970s and 1980s Formula 1 cars. In short, we talked to two guys with plenty of seat time telling us all about the drive.

Vic Elford's World

Vic Elford has long established his bona fides as a talented driver in virtually every type of race he entered, competing behind the wheel of everything from a Triumph TR3A to a Porsche 911 to Formula 1 and eventually to a series of Porsche prototype racers, giving the famed German maker victories in such events as the Daytona 24 Hours (the company's first overall win in a 24-hour race in 1968), the Targa Florio and a host of other races. From rallies to hillclimbs to Formula 1 to Le Mans, Vic has done it all on four wheels. He even acquitted himself rather nicely on the biggest stage of stock car

lending and was considered dangerous by almost everyone who attempted to tame it, save for Vic.

“The first year, 1969, it was pretty unstable,” recalls Vic, “to such a point that, for example, on the Mulsanne straight at Le Mans, coming to the kink, you couldn't just lift off, you had to ease back on the throttle. At the Mulsanne corner, it was even worse – you had to ease back on the throttle and then go easy and very gently onto the brakes, because if you snapped off, what happened was that aerodynamics were in their infancy then and nobody knew much about them, including even [Porsche Engi-



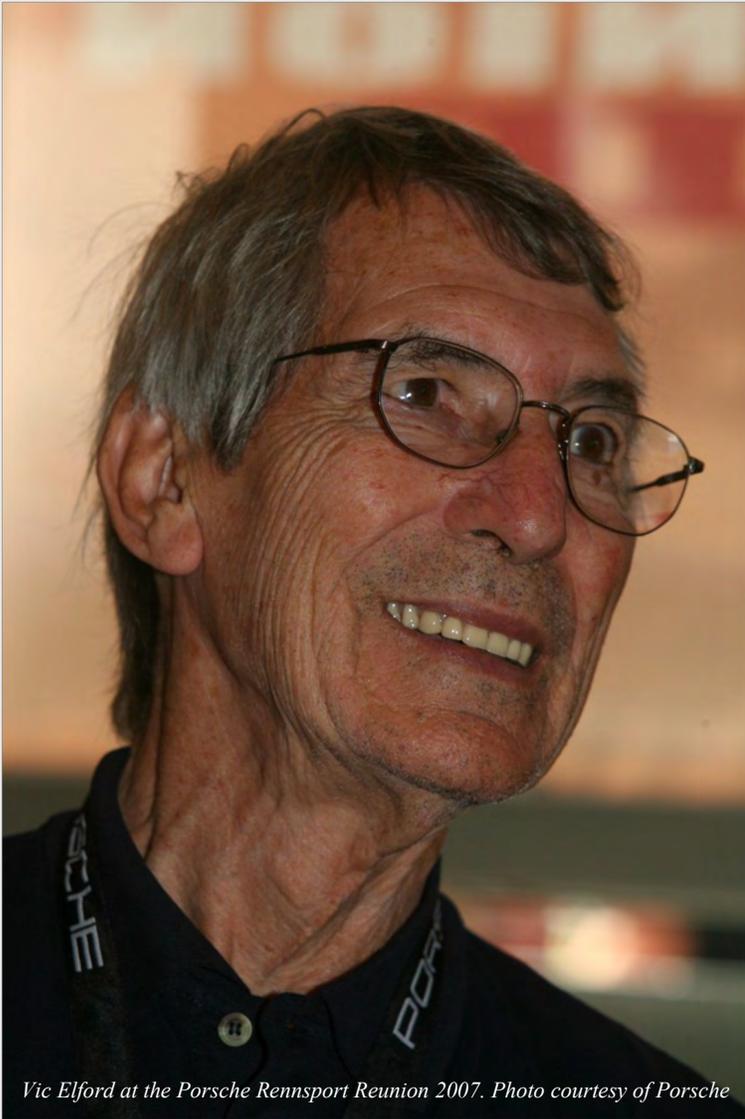
Porsche 917K at speed at Watkins Glen. Photo by Terry Shea

racing, placing 11th and 10th in his lone two entries at the Daytona 500, an unlikely place for an Englishman to shine.

Vic was with the 917 program from the beginning and immediately refers to the 917 as his most favorite race car whenever asked. The first-year 917 proved rather chal-

lenging Chief Ferdinand] [Piech](#). What happened at high speed was that if you snapped off the throttle, the back end just sort of came up in the air and started steering the front, which at 220 MPH wasn't really very nice.

Vic Elford's World



Vic Elford at the Porsche Rennsport Reunion 2007. Photo courtesy of Porsche

“Even that didn’t bother me too much, because one of the things about that very first car was that it was very unstable. Being unstable didn’t bother me as much as it did most of the other [drivers], because I came from a few years of rally driving first. One of the things about high-speed rally cars – and it’s true to this day – they are inherently unstable. Actually, that’s not quite the word. They are very stable. They are inherently basically oversteering cars. You can twiddle them around, twitch them around, do what you like with them. So, when the 917 started behaving in that way, it really didn’t bother me because I was quite used to being sideways at high speeds.”

The 12-cylinder, 580-hp 917, an evolution of significant order over the previous top Porsche, the eight-cylinder 908, was so much faster and more powerful than the other cars at Le Mans in 1969, it should have walked away. And when Vic was leading the race by some 50 miles over the second-place car with just a couple of hours to go, the transaxle bellhousing cracked, ending Porsche’s attempt at winning the world’s most famous race. Even worse, the lone privateer in a 917, an Englishman named John Woolfe, died on the first lap in a fiery crash that red flagged the race for two hours.



Vic Elford at speed at Sebring in 1971 on the way to winning with teammate Gerard Larrousse. Photo by Pete Lyons courtesy of Porsche

Lamenting the loss of Woolfe, Vic describes the situation: “That was an accident looking to happen that first year. John Woolfe simply shouldn’t have been driving it. He didn’t have the experience. He didn’t have the ability to be in a car like that. He just never should have been in it.”

Vic Elford's World



Porsche 917K at speed at Watkins Glen. Photo by Terry Shea

With an admitted “photographic memory for roads,” Vic explains the situation on a difficult, high-speed section at la Sarthe: “White House in those days was a very, very tricky combination of corners. After Arnage corner, there is a long straight, which was already there and then there was a left and a long right and then another right, leading into what are now the Porsche curves. But, at that point, the old track – before the Porsche curves, you used to go straight on. This was just two-lane national roads. We used to go over a little hump-backed bridge, in fifth gear, doing around 200 MPH. We’d go over a little bridge, change down to fourth gear while we were in the air. Then there would be probably about a 60-degree right, still very fast in fourth gear, as opposed to fifth, at around 180 MPH, and then a tighter left-hand corner through what was then known as White House corner or Maison Blanche.

“Just one, little white house on the right, absolutely at the edge, three feet from the edge of the track. As we used to go through there – accelerating through there – the car would start to slide just a touch. A little bit of opposite lock, not much, out toward the White House on the right and then before we got to the edge of the



Although not original, the Martini & Rossi livery sported by the 917 with chassis #037 mimics that of the car driven by Vic Elford at the 1971 Daytona 24 Hours, where a high-speed blowout of the right rear tire nearly destroyed the original. Photo by Terry Shea

road, we would give it a little twitch on the wheel and stop the slide so that it would then start to come slightly back the other way.”

Woolfe was out of his league, having gotten off to a good start, running with the leaders, but simply unable to control the slide and navigate the corner at White House. But as Vic points out, “Nobody else ever died in a 917. I have a theory about this. I think one of

Vic Elford's World



Porsche 917K at speed at Watkins Glen. Photo by Terry Shea

the reasons is that, by the time we got to 1970 and then into 1971 later on as well, the car had such phenomenal performance that there were very, very few drivers who were capable of driving it to its limit, which meant that the more normal drivers, whatever they got to, there was always plenty left in the car. So, the car was basically under stressed.”

“There were really only a handful of us who could to the limit. There were Jo [Siffert], Pedro [Rodriguez] and me from the start. And then I suppose one would include Brian [Redman] and Derek [Bell], when they came into driving them later on. There was really nobody else. Nobody could drive it to the limit like we could, especially the short one. The short tail one, you could push that to unbelievable limits.”

During post-season testing in 1969, Porsche, with the help of the John Wyer team (the same guys that won the 1968 and 1969 Le Mans 24 with an old, outdated Ford GT40 as privateers), significantly redesigned the 917's bodywork, creating the upswept truncated tail that became the signature feature of the 917K, a car that started dominating in 1970.

“It was a beautiful car to drive,” says Vic, “absolutely beautiful, right from the word ‘go’ in Argentina, when



The upswept, truncated rear tail section of the 917K – the feature that tamed the beast – was almost accidentally discovered by the Wyer team during post-season testing in 1969. Photo by Terry Shea.

it became officially a 917K for the first time. It was, from then on, just lovely to drive. With the long-tail car, you had to be very, very precise. With the short-tail car, you could move it around a bit. If you made a mistake going into the corner, it didn't really matter much, because you could get it a little bit sideways and could sort it out. But with the long tail, once you committed to a corner, you couldn't change your mind, so you had to get it right first time. You couldn't slide the car, move it around – it just didn't like it.”

Vic Elford's World



Greg Galdi with his 917K between turns eight and nine on "The Boot" at Watkins Glen. Photo by Terry Shea

Although he is not likely to slide his 917K around, Greg Galdi does have plenty of experience with hustling vintage iron (and aluminum and magnesium and...) around the track, having campaigned everything from a Lotus 11 to a Lotus 23 to a trio of Caterham Sevens he built himself to a Lola T-70 to a trio of Formula 1 cars powered by both 3.0-liter Cosworth DFV and the later 3.5-liter DFZ engines. He has driven sports cars, such as the factory BMW M3s that had great results in top-level U.S. sports car racing in the late 1990s and then eventually moved up to a Porsche 908 and later a 956 before stepping into the 917, which he has enjoyed at such famed tracks as Watkins Glen, Laguna Seca, and Road America.

While he doesn't have the chops of Vic Elford, Greg remains a successful businessman who has taken the opportunity to pursue a hobby plenty of us would in-

dulge in given the means and the time. Also, to Greg's credit, he remains humble enough to realize that, despite all of his experience behind the wheel, his driving remains a hobby and not a profession as it was for Vic. When Greg gets behind the wheel, even as he pursues faster laps, he does so with the knowledge that his ability to put food on the table is not predicated by his performance and reputation at the track.

But he does give us a unique perspective about what it's like to drive a state-of-the-art 1970s race car in 2014. When Greg bought the car, he had it delivered to Laguna Seca, during the 2011 Rennsport Reunion event. His first familiarization with the 917K, and its 600-hp flat-12, was at the famed Northern California track.

Vic Elford's World



Greg Galdi drives his Porsche 917K on the streets of downtown Watkins Glen during the annual festival that closes the roads and allows the vintage racers to take laps of the original course run on the streets. Photo by Terry Shea.

and its 600-hp flat-12, was at the famed Northern California track. “I had driven Laguna several times,” says Greg, “and I also have an iRacing simulator that I use, which makes such a difference. So, I get out there, within a few laps, I’m up to speed. As opposed to normally, it probably takes me a session and a half. And that’s precious time that you get to enjoy yourself and work up your skills.

“The view out of the front of that car is terrific. You see right in front of you. The nose really drops off, so you see really well. You’re pretty tight in there because it’s a pretty small car. It’s really meant for smaller people than I am. It helps a lot if you’re 5’9”. Vic Elford must have been scrunched up in there. Something else that has happened is that the helmets have gotten thicker. I think back in the old days they probably weren’t very

thick. Now, it’s at least a couple of inches, which you lose all around.

“Boy, there’s no feeling like coming down that straightaway and pressing that pedal down. It’s got a very long travel and you push that down and you just feel that torque propel you up that hill. Coming up that hill and making that left at the Corkscrew [at Laguna Seca], I don’t care what you’re in, that’s an exciting turn. The road drops out from under you.”

When I asked Greg how it compared to driving the other vintage racers he has owned, he responds, “I would say ‘comparatively easy.’ It’s a car that demands respect because of its horsepower, which is somewhere around 600. The car is about 1,800 pounds and you have some big, fat tires on it, but they’re grooved, so you’ve got to give the torque some respect. But, boy, it’s a great chassis and it’s very communi-

Vic Elford's World



Porsche 917K during action at the SVRA event at Watkins Glen./Photo by Terry Shea

cative to the driver and it tells you what it's doing and it's real fast! It really scoots along with all of that torque. It just moves along.

I drive this car more like 50 or 60 percent [of its limits]. The Formula 1 cars, with the exception of the absolute top speed, I've probably gotten a quite a bit out of the [McLaren] M23, that it has to give. I would say 70, 80 percent. If I have peaks above that, it's a particular track on a particular day with a nice, fresh set of tires and everything's working right and you've had some time.

"But I watch Bobby Rahal jump into anything, and that immediately becomes the fastest car in the pack. There's a reason why professionals are professionals. They have two things: They have a tremendous amount of time dedicated to training and honing their skills. And another thing is, they have a lot of skills. I don't have either of those. I don't have a tremendous amount of time that I spend with the car relative to a professional. I would have had to start when I was about six or so in go-karts, like most of these guys did, to develop

those skills. These are early cars. There was a high risk involved in these cars. There's not much impact protection. In many of these cars I drive, my feet are in front of the axle line and things like that. There's no championship money. There are no prizes. There is no sponsorship coming. The best thing I can do is drive the car back into the trailer at the end of the weekend and I've had a good time and exposed some people to an era that they otherwise would never get to see."

See more at: <http://blog.hemmings.com/index.php/2014/04/18/vic-elford-on-driving-the-917-in-1970-and-today/#sthash.EMKEcxHT.dpuf>

New Porsche 911 Speedster reportedly in the works

When European-car importer Max Hoffman suggested to Porsche that the American audience might like a cheaper, open-top version of the company's 356, Stuttgart responded with the Speedster. And while every Porsche partisan is a special snowflake -- some love road-going racers like the 904, others can't imagine life without a roof-rack-equipped 912, others go gaga for anything with a legit, lift-off Targa top, and some folks just really, really, really love 924s -- the Speedster's the light, lovable kid brother for which any fan of the marque has a measure of affection.

Porsche knows it, and as such, they've introduced limited Speedster models of every 911 series since the 3.2 Carrera -- except for the oft-maligned 996 (which is still loved by its proponents, IMS-bearing issues aside). The

most recent Speedster was a dumpy, bulky thing with all-wrong proportions and out-of-place 930-style rock shields. It reeked of cynicism.

Journalists cringe at the prices on Porsche's option sheets -- and how can one not, when an Alcantara-clad shift knob will ding you a sum closer to \$900 than \$800? Fans -- whether they have the cash or not -- let it slide. "That's Porsche," they rationalize. "You pays your money and you takes your choice." Though the 997 Speedster sunk the hearts of plenty of Zuffenhausen faithful, the cars still sold. Certainly, every limited-run Porsche that's not a homologation special is some sort of cash grab. But many of them, like the 997 SportClassic and the new 991 50th Anniversary Edition, are lovely vehicles with sublime aesthetic touches.

(cont.)



New Porsche 911 Speedster reportedly in the works

So with hesitation, we bring you the news that Porsche's apparently working on a new 911 Speedster due in 2015. Germany's AutoBild reports that it'll get a thin, manually operated top suitable for emergency weather conditions, a la the recent Boxster Spyder's itsy-bitsy-teeny-weeny scrap of bikini fabric.

At any rate, we hope the 991's ample lengthiness will result in a sleeker sort of Speedster. AutoBild says Porsche's planning to build 550 of them, in tribute to the mid-engined 550 Spyder. Apparently, they figure the market's bigger than 356 cars.

By: Davey G. Johnson, AUTOWEEK

Porsche Boxster And Cayman Make Automobile Magazine's All-Star

The Porsche Cayman and Boxster have been named among **Automobile Magazine's All-Stars**. This is the 25th anniversary of the list and it is the 11th time that the Boxster and Cayman have been honored as All-Stars.

Below is an excerpt of the verdict on the mid-engined sports cars from the magazine.

The accelerator pedal is as smooth and progressive as the volume knob on a McIntosh amplifier. The steering is so precise that you feel as if you're turning the car with your eyes. If you were to pick one car to demonstrate to someone what "driving dynamics" are, the Cayman would be it.

Having driven both cars on some great back roads ourselves, we can attest to their verdict. The connection between driver and machine is so good that it is as if either car can read your mind.

Of the two the Cayman S is probably the best model (at least until you can buy a GTS), it has the potential to step on the 911s toes. While we prefer the Cayman over the Boxster, that isn't saying the open-aired car isn't a wonderful driving machine itself.

While the steering feel is a bit numb compared to an older Boxster or Cayman, it still provides good feedback and is sharp to react to your inputs. To really feel connected go for the wonderful six-speed manual transmission. The PDK may be a great transmission that shifts faster, but there is something about rowing your own that really adds to the experience.

By: David Hurth—THE SPORTS CAR GUYS



Porsche Confirms They Will Build A 4-Cylinder Boxster And Cayman

April 13, 2014 by Bradley Brownell

Rejoice, my friends, because paradise will be arriving in Porsche dealerships in the near future. After months of denying the possibility, Porsche's top dog; Matthias Müller, has confirmed that the next-generation Cayman and Boxster are scheduled to receive a boxer four-cylinder engine in an interview with German magazine *Auto Motor und Sport*. These are beautiful times we live in! Even better than that, you heard about it here first, as we predicted Porsche would make such a move more than a year ago!

In the beginning, Porsche made nothing but four-cylinder cars, and didn't even begin to make engines above two-liters until the late 1960s. The new Macan will likely be the first four-cylinder car since 1995, with an as-yet-unconfirmed VW sourced 2.0 liter turbo inline-4, but the engine Herr Müller has alluded to will be the first flat-four engine in a Porsche since 1976.

Don't think, though, that fewer cylinders means less power. Porsche's new 919 Hybrid LMP1 racing car has a 2.0 liter four-cylinder, and you'll see just how quick that car is at Le Mans this year. Following the racecar's lead in using technology to replace displacement, the smaller and



lighter engines will produce up to 400ps (about 395 horsepower), says Müller.

Matthias Müller, CEO Porsche AG - “We will continue with the downsizing strategy and develop a new four-cylinder boxer engine, which will see service in the next-generation Boxster and Cayman. We will not separate ourselves from efforts to reduce CO2 [emissions]”.

Thus far, the most powerful version of the mid-engine twins produced by Porsche has been the newly-launched Cayman GTS, boasting a 3.4-liter six-cylinder capable of producing 340 hp.

In the interest of producing more power while continuing to reduce emissions, look for the 4-cylinder cars to perhaps be augmented by electric energy recovery hybrid systems, and potentially a similar electric turbocharger as found in the 919 Hybrid. It's also pretty likely that Porsche could find a sales-leader in a base-model car with a naturally aspirated four cylinder.

Source: Autoweek.com / Auto Motor und Sport magazine



Porsche Macan To Receive 2.0L 4-Cylinder Turbo Engine

April 25, 2014 by www.CarDekho.com

Porsche will launch an entry level Macan with a 2.0 liter turbo-charged 4-cylinder petrol engine that will develop 237bhp of power between 5,000 - 6,800rpm and 350Nm of max torque which begins from 1500rpm and continues till 4500rpm. The last time Porsche introduced a 4-cylinder engine was almost two decades back when a four-pot motor 968 was launched in 1992 which was eventually discontinued in 1995.



	PDK
Power	174 kW (237 hp) at 5,000 - 6,800
Acceleration from 0 - 100 km/h (0 - 62 mph)	6.9 secs
Top speed	223 km/h (138 mph)
Fuel consumption* Combined in l/100 km (mpg)	7.5 - 7.2 (37.7 - 39.2)
CO2 emissions in g/km	175 - 168

The 'baby Cayenne' is likely to enter in India this year, but nothing is confirmed about the introduction of this engine. Porsche borrowed this powerplant from VW, which also powers other vehicles in Volkswagen clan like the new Golf Gti and others. The motor propels Macan from 0-100km/h in 6.9 seconds while the top speed is 223km/h. The vehicle is mated to a 7-speed dual clutch PDK (Porsche Doppelkupplung) automatic gearbox.

The Porsche Macan is based on the highly altered Audi Q5 platform, the vehicle when launched in India will lock horns with Land Rover Evoque, Audi Q5, BMW

X5 and Mercedes Benz ML-class. The other engine on offer with the Macan are a 3.6 liter V6 petrol churning out 400hp and on the diesel front the car features a 3.0 liter V6 turbo diesel producing 258hp.



PORSCHE

PORSCHE



Porsche of Silver Spring
is excited to partner with

PCA - CHESAPEAKE REGION

Porsche of Silver Spring has numerous joint activities scheduled with the PCA Chesapeake Region throughout the year, including multiple **Autocross Events**, **Annual Crab Feast** and **Children Charity Based Event**.

www.porscheofsilverspring.com

PORSCHE OF SILVER SPRING

3141 Automobile Blvd. Silver Spring, MD 20904

866.258.6163

25% OFF

Parts and Accessories*

Please contact Peter Heard at 866.258.6163
or by email at pheard@mileone.com

*Cannot be combined with any other offer. Not valid on previous sales. One per customer. Good only at Porsche of Silver Spring.

Let's take a "brake"

by Pedro P. Bonilla (GCR PCA)

First let's start with the basics.

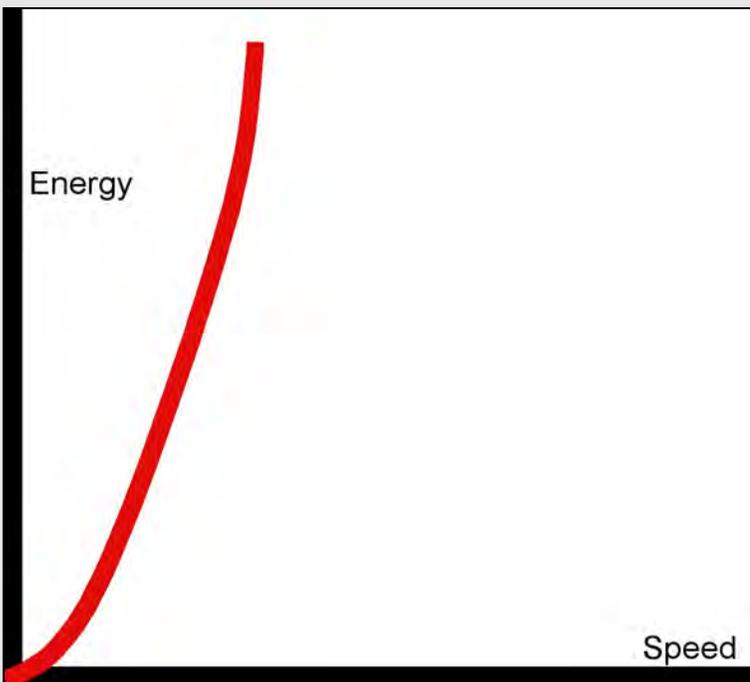
What is a brake?

By definition, a brake is a device for slowing or stopping the motion of a machine or a vehicle, or alternatively a device to restrain it from starting again.

Following the fact that energy is never lost or created, only transformed, the energy that the car while in motion, called kinetic energy is transformed into heat by the friction created between the rotor and the brake pads.

This energy increases exponentially with the speed of the vehicle, so if you double the vehicle's speed, the energy quadruples, if you triple it, the energy gets multiplied by 9 and so forth.

You can see how the graph looks. The kinetic energy lost by the moving part is usually translated to heat by



friction.

The kinetic energy increases with the mass of the vehicle (m) and with the square of the velocity ($E = m \cdot v^2$). This means that as the speed (v) of the vehicle doubles, it has 4 times more energy and the brakes must therefore dissipate four times as much energy to stop, therefore using 4 times more distance.

This is perfectly illustrated in this Bob Chapman photo of Flying Lizard's No. 45 at the 12 Hours of Sebring a from couple of years ago. Notice how the front rotors start to glow red at the end of the long straights.

The racecar's kinetic energy being transformed into thermal energy (heat) that can actually be seen.



Porsche Brakes are legendary!

To put it into context: The Special Edition Boxster RS 60 with 303 HP can accelerate from 0-60 mph in 5.0 seconds (that's quite a feat) ... yet it can decelerate from 60-0 mph in 3.4 seconds! (that's a greater feat).

Braking Power in a Porsche is several times greater than the power output of its flat 6 engine.

Tech - Let's Take A Brake

Our cars now come with standard four-piston monoblock-aluminum-fixed-calipers front and rear and cross-drilled and vented discs (also called rotors). As far as brakes go, it doesn't get much better than that, unless ... you dish out another \$9,000 and get the same brakes that the Carrera GT came with: PCCB (Porsche Ceramic Composite Brakes).

Porsche Brakes Misconception

All Porsches come with Brembo Brakes. You can't imagine how many times people, even Porsche owners, who look at my wheels have said: "You've upgraded your brakes!... You installed Brembos". That couldn't be further from the truth. ALL modern Porsches come with factory Brembo brakes. If you don't believe me, go look at your calipers.



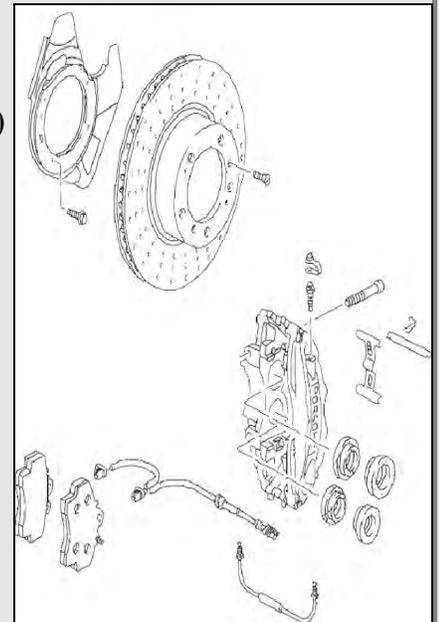
Let's get a little deeper into the brakes now.

This illustration isolates the Braking System in our cars, showing all the braking components involved.

You can see that at each corner you have a set of calipers with pads hovering over the disc and they are all connected through a system of mostly hard and some

flexible lines to a pump that gets actuated by the brake pedal.

- 1- Backing plate
- 2- Rotor (cross-drilled)
- 3- Caliper (4 piston)
- 4- Retainer and pin
- 5- Spring
- 6- Dust seals
- 7- Sensors
- 8- Pads
- 9- Lower Caliper tube
- 10- Caliper bolt



The ABS, or Anti-

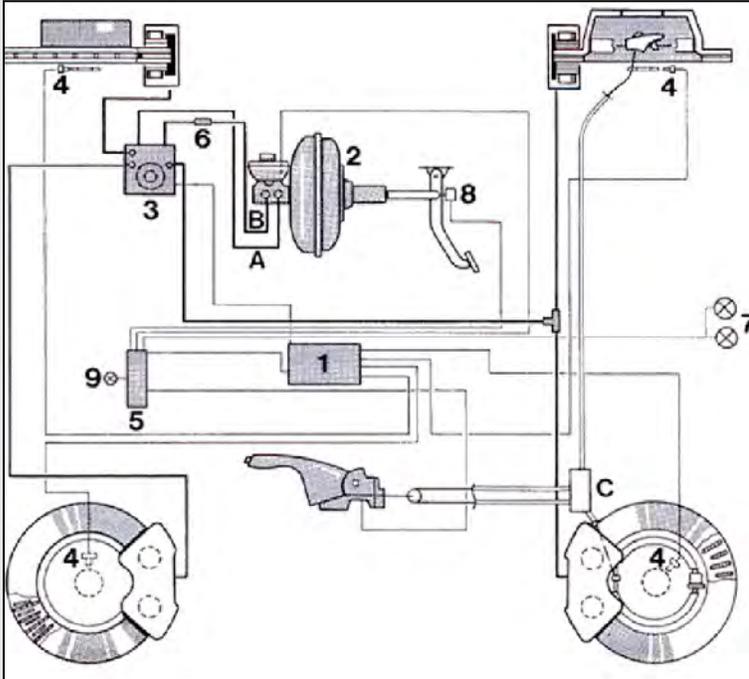
Locking Brake System) which all of our cars also have is a secondary system which operates in tandem with the Brake System.

It's basically a safety feature in modern cars that doesn't allow any one of the tires to lock up under heavy or panic braking.

There's the:

- 1- ABS Control Unit which monitors each wheel's speed compared to the other three.
- 2- Brake Unit which is made up of the Brake Booster and Master Cylinder
- 3- ABS Hydraulic Unit
- 4- ABS Speed Sensors, one in each corner which sample each wheel's individual speed and sends the information to the Central Information System
- 5- Central Information System
- 6- Brake Proportioning Valve
- 7- Brake Lights
- 8- Brake Light Switch
- 9- ABS Warning Light
- 1- ABS control unit

Tech - Let's Take A Brake



lb Boxster with a 50/50 weight distribution.

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.

And why, you may ask yourself, do the fronts wear out faster than the rears?

The answer is because of the ever present weight transfer phenomenon. Let's assume we have a 2800

Note that when the vehicle is coasting, or at rest, there are no horizontal left or right arrows acting on the car.

All forces are acting in a vertical direction.

But what happens to a vehicle when we start applying the brakes? During braking weight is transferred from the rear axle to the front axle. You can certainly feel this effect as your body and everything loose in the car goes forward. This is also called deceleration and can

be represented in the formula: $F = ma$

Where "F" represents the forces acting at the contact patches, "m" represents the mass of the vehicle, and "a" represents the acceleration (or deceleration) of the

car. At this point a braking system designed for a perfect 50/50 weight distribution would apply too much braking to the rear axle, causing the rears to lock before getting as much work as possible out of them, therefore the manufacturer has to induce brake bias, meaning that the front brakes clamp down with more force than the rears.

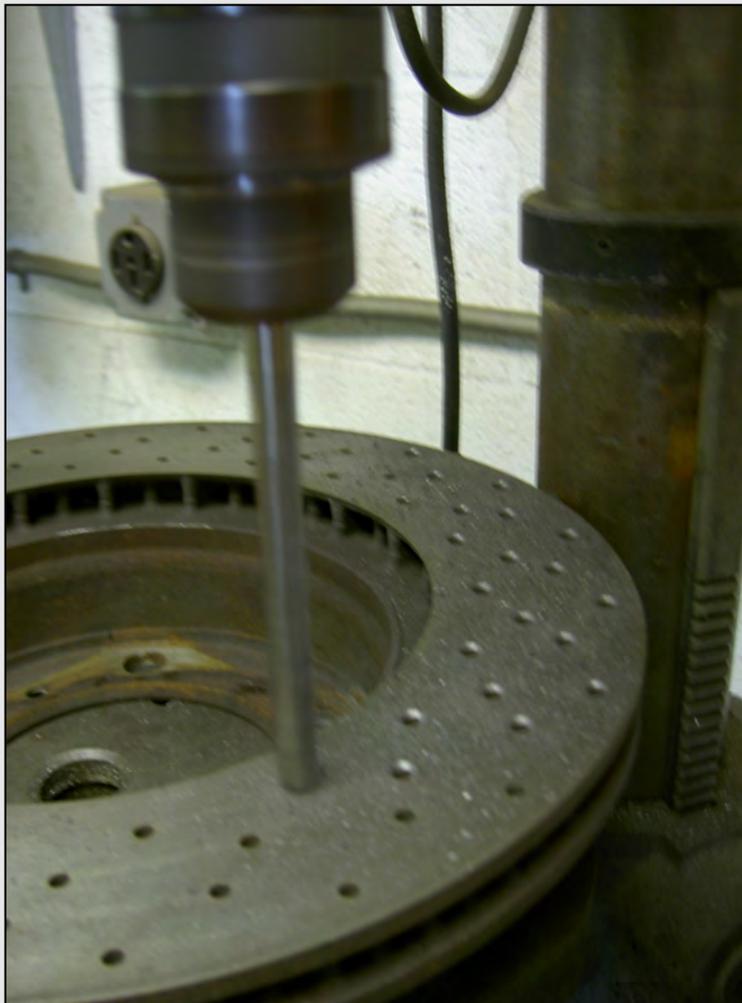


Tech - Let's Take A Brake

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 tend to sublimate some of the pad. A second advantage to cross-drilling the rotors is that there is much less brake fade 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.

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



Brake maintenance is really one of the simplest jobs you can do on your car.

Don't miss next month's tech article on how to maintain your brakes.

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

Happy Porsche'ing,

Pedro

<http://www.pedrosgarage.com/Site/Technolab.html>



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 classified advertisement.

Items for sale, rent, loan and free!

For Sale:



Are you looking for a cabriolet for the spring, for yourself or for someone in the family who appreciates German engineering? Look no further. My 1997 triple-black BMW 318i Cabriolet. With only 103,200 miles, 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.



Stock Photo

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

Contact: Dave Arnold at 410-255-6922.



Stock Photo

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

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



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.

"ALL NEW PRICING—50% REDUCTION!!!"

Annual Porsche Patter advertising rates
Full-page advertisement \$1,200 **\$600**
Half-page advertisement \$900 **\$450**
Quarter-page or business card size advertisement \$600 **\$300**

Purchase also includes an advertisement on the Chesapeake Region web site.

Please contact www.editor@pcachs.org for additional information.

Volume 53, Issue 613
May 2014

