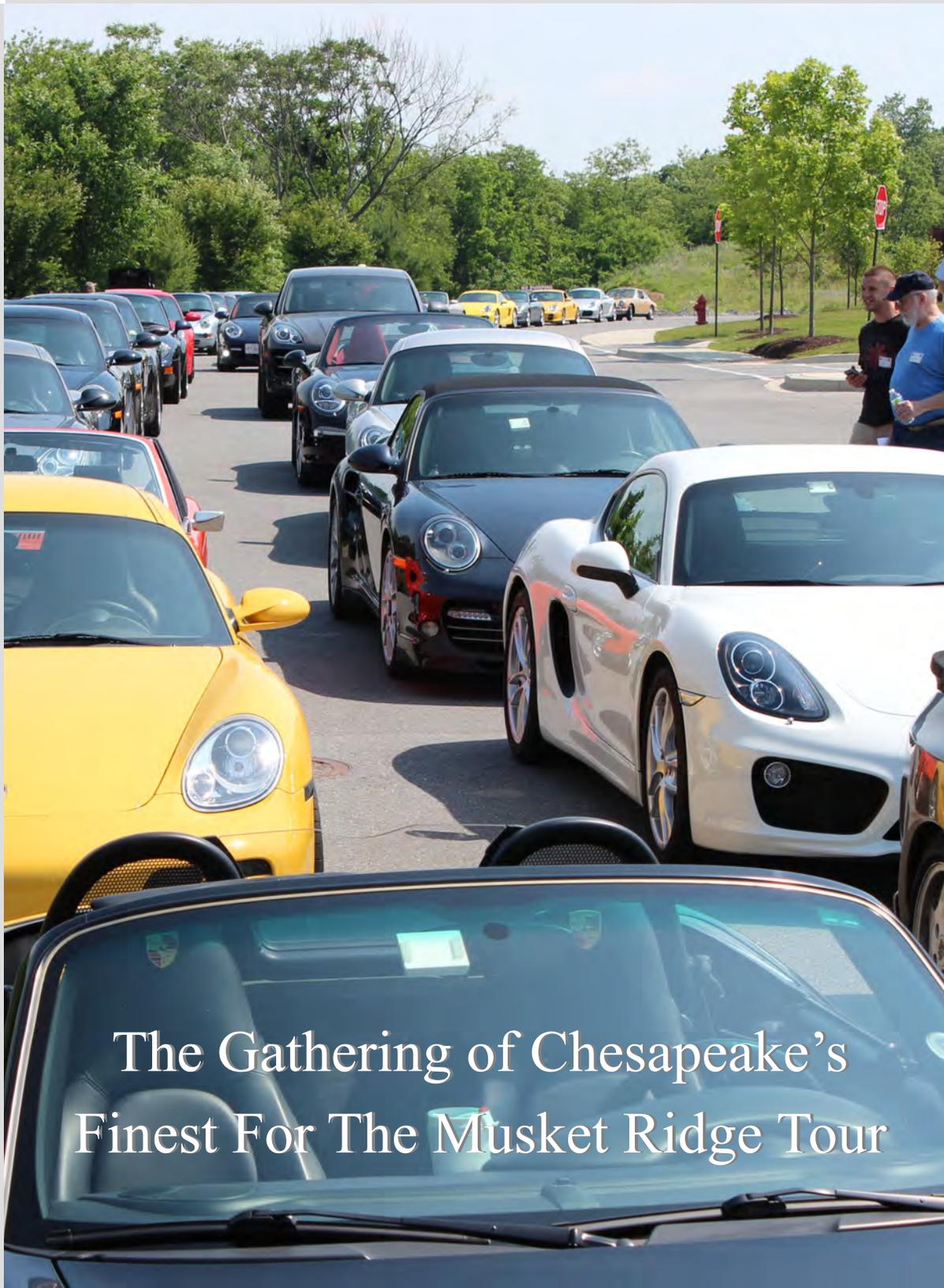




Chesapeake Region

Patter



The Gathering of Chesapeake's
Finest For The Musket Ridge Tour

Volume 53, Issue 615

July 2014

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Chesapeake Region

Patter

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Chesapeake Region

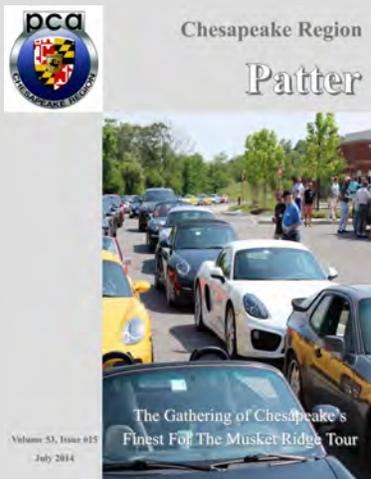
is

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

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

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 Aniano Arao:
Musket Ridge Tour Gathering**





Chesapeake Region

from our president

Greetings Everyone!

A FIRST-TIME VIEW OF PARADE

Awesome! Just unbelievably awesome. Yes, I'm just back from my very first Parade. It seems odd that I should pick one all the way across the country for my very first but that's just how it worked out. It just felt as though I should be there...and it was awesome!

Not the least was the incredibly beautiful setting for Parade in Monterey, CA at the Monterey Hyatt, which everyone said was really too small for the 2500 attendees but from my perspective it made for a very intimate, "everything at your finger tips" type of event. Of course, it didn't hurt that there were more Porsches per square inch there than just about any other place you could chose to be with the possible exception of the factory floor in Zuffenhausen.

Porsches of every shape, color, condition and style were present in the parking lots, on the curbs and during the Concours, out on the golf course (more on this soon). So many that sensory overload was quick to set in, so much so that I almost missed the full scale 919 mockup sitting in the Hospitality court-

yard (just awesome!) What couldn't be missed was the 991 GT3 RS at the very front door of the hotel in full racing livery and setup, just more fun than grownups should be having.

Arriving late on Saturday afternoon allowed me to take in the growing spectacle as more and more attendees arrived. One of the earliest pleasant moments was hearing my name called out as I was checking in and turning to see Mike Swartzell, Chesapeake PCA'er who had driven(!) his 2013 Cayenne out with his wife Eve. But for the folks from Newfoundland and the gent who drove down from Alaska with a sleigh on top of his 911, I do believe they may have had a true shot at the 2014 Michelin Parade Long Distance Award for the longest drive in, especially after the Welcome dinner we had together with Rick and Patsy Macinnes, where Mike and Eve told us the route they took (it wasn't exactly a straight-line shot out west!)

What followed was five days of non-stop activity as the Parade moved into full swing and groups from all over the country started getting together. The best part of all of this, and taking nothing away from the host Region who did an amazing job in arranging the week, was that our fellow



Chesapeake Region

from our president

PCA'ers from Chesapeake were continually at the center of the on-going action. Ron and Linda Gordon, with Florida-based but still Chesapeake members Paul and Karen Gilbreath, ran a Concours de Elegance of over 200 cars with a center circle of historic Porsches that was just a treat for the eyes. And many other folks from Chesapeake including, Bob Gutjahr contributing editor to *Panorama*, our Region's DE Instructor Ellen Beck, our Zone Two Representative Cheryl Taylor, our V.P. Claude Taylor, and our Historian and *Panorama* "Street Talk" editor Bob Rassa were in attendance and served as judges and scorers for the event. It's a fact, Bob only had to be called back twice to the scorer's stand to explain his notations on the score sheet, a new personal best I'm sure!

With President, and past Chesapeake Region President, Manny Alban along with National Executive Vu Nguyen running the show from PCA's national perspective the both of them seemed to be everywhere at every moment, one could not help but be impressed with the commanding affect our Region members had on Parade. And as Roxanne and Loan, their wives, stayed in perpetual motion with their kids and families, our new national webmaster and CHS member, Damon Lowney had plenty of photographic opportunities to post on all of PCA's so-

cial media images and scenes that demonstrate why Parade really is for the entire family,

It all left mere mortals such as yours truly in awe and incredibly proud of our Region and our members.

And this was the beginning of what may be the lasting impression I have of Parade; and that is what we always hear, "It's not the cars....it's the people" - it's true. The cars, the events, the tours and banquets all are amazing, but our Porsche brethren are even better. They are more interesting, more engaging, and just plain ol' more fun than any other group you'll run into. Doesn't matter what may be going on or how busy they get, they always have time to stop and talk, share, and exchange information with everyone else around.

SO, all of this leaves to wonder.....is it too early to start planning our Region's group trip next year out to French Lick, Indiana for the 60th Parade??

I'm always happy to hear from you at president@pcachs.org and look forward to seeing you on the road soon!

Have fun and Drive Safely!

Gary



Chesapeake Region

the team

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■ **Musket Ridge Tour: *OurTour4U*:**

Pages 10 to 12

I hope you were one of the luck few (41 cars) who had the opportunity to bask in the sunshine and take in the twisties in the Musket Ridge Tour. Read what Bob Purgason your Tourmeister had to say starting on page 10.

■ **The Return to Le Mans - The Results:**

Pages 22 to 28 and 32

The results were not exactly what we wanted, but our 919 LMP1 was in first place at the 22nd hour. Read the results starting on page 22.

■ **We have Two Winners:**

Page 13

Ellen Beck and Manny Alban take home the honors in Parade. Read more on page 13.

■ **Upcoming Events:**

Pages 16 and 17

Let's start with Ice Cream on July 1st.
Autocross No. 4 on July 19th.
Our annual Crab Feast on July 26th.
Cars and a Movie on August 23rd.

■ **Autocross Schedule and No. 3 Results:**

Pages 18 to 20

We have a new "Fastest of The Day", Sean Glazer. Read what else Pat had to say about AX Event No. 3.

■ **In The News:**

Pages 21 and 29 to 31

J.D. Power and Associates scored Porsche as the best automobile manufacturer with the lowest number initial quality

issues per 100 vehicles. Look who was last!

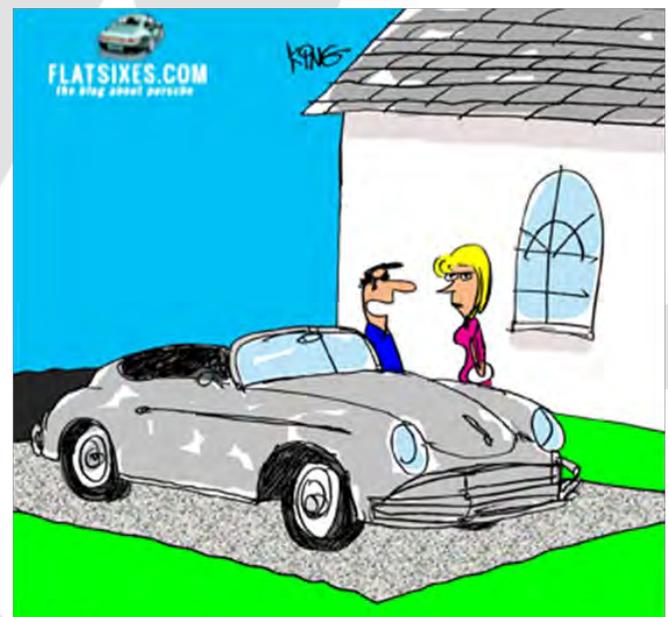
How about a new 911 Targa GTS? If spy photos can be believed, Porsche is already testing the latest addition to the 911 Targa series, and the base and S models are in the future.

Just when you started to get used to the idea of the Boxster and Cayman GTS models, the latest spy photos from the "ring" indicate a new Cayman GT4 is in the works. Is this the Cayman version of the 911 GT3?

■ **Trip and Odometer Failure:**

Pages 34 to 37

Learn from me, as this was my 964 Targa that I fixed.



"How rude of me, I've been talking about my Porsche all night. I haven't given you a chance to talk about it."

Membership

Taylor Ainge

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

Primary Members	762	Affiliate Members	470	Total Members	1,222
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New Members:	<i>Michele B. Moffett</i>	<i>Columbia, MD</i>	<i>2008</i>	<i>Boxster, Black</i>
	<i>Jerry Yeoumans</i>	<i>Baltimore, MD</i>	<i>2008</i>	<i>911 Carrera</i>
	<i>Parker Bratman</i>	<i>Suffolk, VA</i>	<i>2012</i>	<i>Cayenne</i>
	<i>Ross Lotharius</i>	<i>Sykesville, MD</i>	<i>2012</i>	<i>911 Carrera S, Black</i>
	<i>J Robert Frazee</i>	<i>Westminster, MD</i>	<i>2014</i>	<i>Cayenne, Black</i>
	<i>Andrew Bright</i>	<i>Ellicott City, MD</i>	<i>2012</i>	<i>Boxster S</i>
	<i>Greg Dahlem</i>	<i>Perry Hall, MD</i>	<i>2009</i>	<i>911 Carrera S, Black</i>
	<i>George Heine</i>	<i>Annapolis, MD</i>	<i>2013</i>	<i>911 Carrera S</i>

Transfers In:	<i>None this month</i>
----------------------	------------------------

Anniversaries:

20 Years	<i>John C. Wolfe</i>
-----------------	----------------------

15 Years	<i>Todd Bernard and Michael Buck</i>
-----------------	--------------------------------------

10 Years	<i>None this month</i>
-----------------	------------------------

5 Years	<i>Michael J. Rafferty</i>
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1 Year	<i>Joshua D. Stone, Richard Mied, David Stack, Robert Valenti, Richard A. Pugh</i>
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Musket Ridge Tour

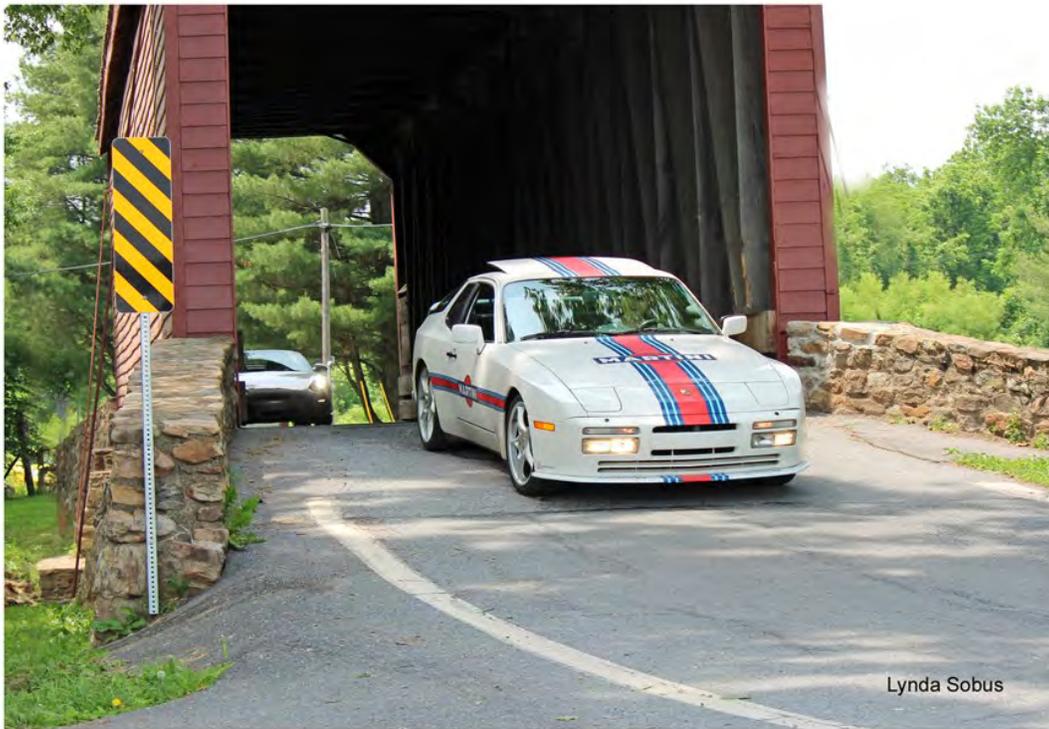
Bob Purgason

OurTour4U - June 8th, 2014

"If you plan a tour, they will come!" That could be a take-off of a popular saying from the 1989 movie *"Field of Dreams"*. It could also describe somewhat the theme of our second of 2014 general Chesapeake Region tours.

volunteer helper *Dream Team* primed and ready - off went the first group of 20 cars leaving the start at 11:15 AM. The second group of 21 cars left about 15 minutes later, to allow some space between the groups for safety and more flexibility for the group leaders. Each group had a Tour leader, a middle car, and a follow-up car.

The Tour traveled through some of near western Maryland's nicest territory, including the **Loy's Station Covered Bridge** (one of only six left in Maryland) and the twisties of Route 77 going thru **Catoctin Mountain Park**. Everyone maneuvered the Tour route flawlessly and arrived at the ending destination, the Musket Ridge Golf Club, by 2:00 PM. The Musket Ridge staff was ready for the thirsty and hungry group, and after a few



Lynda Sobus

On the beautiful Sunday morning of June 8th - 41 cars and 76 Chesapeake Region members came to the Liberty Exchange Business Park in Eldersburg, Maryland, ready to enjoy a drive in their Porsches. The weather was 100% cooperative, and the route was laid out in advance by Bob Purgason. Dotting all the "i's" and crossing all the "t's", Bob had the 60-mile route carefully planned, and with his wife Joanie and



Ariano Arao

Musket Ridge Tour

OurTour4U - June 8th, 2014

minutes of conversation and relaxation, they served up the cookout style menu of hamburgers, hot dogs, potato salad, baked beans, cole slaw, garden salad, and the favorites of most everyone present - brownies and cookies.

Here are some comments made by the various tour members: Dennis Howard said "Terrie and I had a great time...Looking forward to the next one!" Ron Gordon said "!.a wonderful day. Linda and I had a great time!" Chuck and Sheron Marshall wrote this note "Very nice tour today. Well planned, great directions and great venue after". Dave and Renae Thompson offered this comment "Great tour today, thanks for all you and your teams efforts." Aniano Arao said "!.superbly planned, well organized and very enjoyable. I am looking forward to the next one." Linda Sobus commented "We had a fantastic time today..." And, Manny said "...was looking forward to it all week and was not disappointed at all!" All in all, it seemed as if everyone enjoyed the "OurTour4U". This event was put on by the 2014 Chesapeake Rally/Tour Committee, chaired by Steve Graham, with Co-Chairs Bob Purgason and Mike Cook.

There was a brief rain shower that passed by the Musket Ridge GC just before the event ended, but it was too little, too late to spoil anybody's fun. Everyone had a smile on their face as they left, and if you looked closely at each Porsche, you could see a little grin on each one, they had a good time too!

Bob Purgason

OurTour4U Tourmaster

tour@pcachs.org

Photo credits: Lynda Sobus

Ariano Arao



Musket Ridge Tour



And The Winners Are!

Chesapeake's Own Walk Away with Honors



Ellen Beck, Chesapeake Driving Education Instructor and Manny Alban , Past Chesapeake and current PCA President, take FIRST PLACE Honors in the male and female categories of the PCA National Parade Technical Quiz. Besting all comers, Ellen and Manny continued the Chesapeake Region legacy wherein they correctly answered more Porsche history and model specific questions than any other PCA members.

Congratulations to Ellen and Manny!

My Memorial

Dick Badler

So I was having dinner with a friend. I forget exactly how it came up. It was sort of out of the blue, the wild blue. My friend asked me what I would want as a memorial service.

I looked at her blankly. I didn't have a clue.

Frankly, I don't dwell on my mortality. I'd much rather focus on the future. And, besides, what difference will it make to me, if I won't be there to participate? And just how presumptuous would I be to assume that I have life lessons to impart on others?

But I sipped the hemlock. I asked her, do you have a memorial planned out?

And, with that, my friend, who has 25 years in AA, started rattling off a complete memorial service, from soup to nuts, including readings from the Big Book, excerpts from certain steps in the process, where her two children would speak, for how long, and so on and so forth, ending with an open mike.

She finished, sat back, and shot me a contented stare.

Oh, I said.... and I began to panic. But a thought struck me, one thought; take my ashes, take them out on the highway, in a high performance car, preferably a Porsche, and strew them out the window. But you must be traveling at more than 100 MPH.

Now she had a panicked look. How do you do that, she said. She obviously does not have the car gene.

I said it's easy. Just find an open stretch of highway. Speed up. Do the deed. And slow down. It's a snap. And you can use my radar detector, if it makes you feel better. I won't need it any more. I don't even care if it's day or night.

Anything else?

She had given me a little time to collect my thoughts. The wheels started turning, so to speak.

Music. You must be playing music from my death defying playlist. Loud.

Like what?

Highway to Hell. Deadman's Curve. The Leader of the Pack. It's All Over Now, Baby Blue. Knockin' on Heaven's Door. A Thousand Miles from Nowhere. Ol' 55. Rockin' 88. This Is The End. Born to Run. Beep Beep. Pink Cadillac. Hot Rod Lincoln. Hey Little Cobra. Mercedes Benz. Don't Stop (Thinking about tomorrow.) Long May You Run. Road to Nowhere.

Nothing by the Beach Boys?

Good catch. 409. Shut Down. Little Deuce Coupe.

Well, what about a service?

Now I was rolling. I want a large flat screen TV set up, and I want it to play, in a continuous loop, in-car videos of Senna lapping Monaco, Schumacher lapping Spa, a Porsche 956 lapping the Nurburgring, preferably with Derek Bell's voiceover, the two-minute Shell commercial celebrating their 60-year relationship with Ferrari, the Le Rendezvous film.

What else?

At the reception, I want monitors set up, playing Grand Prix, Le Mans and Senna.

What about Rush?

I'm impressed!

Any photos?

Sure, why not. Take from my house the following, and put them on easels, all around the service area; my line cutaway painting of the Marlboro McLaren MP 4/2, signed by Niki Lauda and Alain Prost, my

My Memorial

two vintage Monaco Grand Prix posters, my poster of the Siffert-Redman Porsche-Gulf 908-3 in the 54th Targa Florio, my poster of the Porsche Carrera 6 airborne in the 1000 Kilometer Nurburgring race, my poster of the 911 in the 1966 Monte Carlo Rally.

Oh, and my Kills Bugs Fast poster of the 993 Turbo.

And anyone who wants them can have them. What am I going to do with them? Better yet, have an auction, with the funds going to an anti-texting and driving campaign.

Do you want anyone to speak? To say a few words on your behalf?

No. I want someone to read the words from two ads that I framed, decades ago. They're both for the Ferrari 308. The first one says "What can be conceived can be created." And the second one says "Only those who dare truly live."

That's it?

What else is there?

And with that I sat back, and I too smiled contentedly.

Dick



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SOCIAL EVENT - Ice Cream Tour



DATE: Tuesday, July 1, 2014

TIME: 6:00pm to 8:00pm

LOCATION:

Prigel Family Creamery

4852 Long Green Road

Glen Arm, MD 21057

410-510-7488

www.prigelfamilycreamey.com



Please join us for the first summer ice cream social where we will start from Sparks Elementary School at 6:30pm and drive through Baltimore and Harford Counties and arrive around 7:15pm at the famous Prigel Family Creamery. Prigel is recipient of the “Baltimore Best” for their ice cream and other products they proudly offer the public.

Please email Steve Graham at tour@pcachs.org should you have any questions or want to join in on the fun.

DRIVING EVENT - AUTOCROSS



DATE: Saturday
July 19, 2014

TIME: 7:00am to 2:00pm

LOCATION: BWI Autocross Lot
Mathison Way
Glen Burnie, MD 21060



AUTOCROSS TO WIN
DENNIS GRANT FARNORTHTRACING.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.

Upcoming Events 2

Editor

SOCIAL EVENT - Crab Feast, Sponsored by PoSS



DATE: Saturday, July 26, 2014

TIME: 3:00pm to 7:00pm

LOCATION:

Kempton Community Park
3456 Kempton Church Road
Monrovia, MD 21770
Shelters Nos. 3 and 4
www.recreationparks.net



Are you ready for some crabs, shrimp, burgers, dogs and beer? It's time for Chesapeake Region's annual CRAB FEAST! Come join us on July 26th rain or shine at the Kempton Community Park, Monrovia, Fredrick County, MD.

Registration: www.clubregistration.net to the first 100 at \$30/adult and \$15/teens 13-17 and free to children 12 and under.

More info: karacmartinez@gmail.com

SOCIAL EVENT - Cars and a Movie



DATE: Saturday, August 23, 2014

TIME: 6:30pm to 10:00pm

LOCATION:

Bengies Drive-In Theatre
3417 Eastern Blvd.
Baltimore, MD 21220
410-687-5627
www.bengies.com



Summer time means lazy Saturdays, and we can't think of a better way to gather together for a relaxing time than at the movies. Let's do Cars and a Movie on a Saturday night! \$10 per person, and if you want to bring your own food, \$7 per car food fee (cash only). We will link up on the rise about 20 rows back from the screen at 6:30 PM. So get there early enough to build our own little paddock. For sound, your FM car radio will be impressive. Should it rain, the event will be cancelled. **To register:** (See email announcement from Gary Martinez, President PCACHS).

PCA Chesapeake Region - Autocross Schedule



3-ROCK

3-ROCK

www.pcachs.org

Autocross Chalk Talk - April 12th

Autocross No. 1 - April 26th

Autocross No. 2 - May 12th

Autocross No. 3 - June 21st

Autocross No. 4 - July 19th

Autocross No. 5 - August 16th

Autocross No. 6 - September 21st

Autocross No. 7 - October 12th

**REGISTRATION FOR ALL
AUTOCROSS EVENTS**

www.motorsportsreg.com

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

Autocross - June 21st

Pat Walker

PCA Chesapeake Region - Event No. 3



Pat Walker awards the “Fastest Time of the Day” to Sean Glazer

Forty-two drivers participated in the third autocross event for the 2014 season. It was looking like the it was going to be a test of tires and traction control, but the rains moved out of the area as the first cars were staged for their first runs - a good thing too because the course was a looping and winding one that used almost every square yard of the Matthison Road complex. The complexity of the first 500 feet took its toll on many of the drivers but it was Joe Gorleski in his 911 Turbo taking the lead early in the first run group with a time of 51.855 seconds. In between Joe's runs, "Crazy Ivan" Slavov entertained the crowd in his 2004 BMW M3 with his repeated drift demonstrations in the giant sweeper toward the last section of the course. The action continued into the second run group, however it was a visiting Mitsubishi Evo VIII piloted by Sean Glazar who ended up with the title of Fastest Time of the Day with a (really) unbelievable 50.349 seconds. We had a couple new faces at the event – George Soodoo and his 85 911 and Renee Gibb who took her first turn behind the wheel of her flashy red 2000 Carrera in an autocross event. Welcome to the sport! We hope to see both of you at future events!!

Speaking of future events, in order to speed up the check in and registration process on event day, please pre-register prior to the Wednesday on the week of the event using the secure registration feature on www.motorsportreg.com. If you have difficulties creating an account or have questions with classification of your car, please do not hesitate to contact us at auto-cross@pcachs.org.

With the higher temps of summer rapidly approaching, we cannot stress enough that you keep yourself hydrated at the events. Limited drinking water is

Autocross - June 21st

PCA Chesapeake Region - Event No. 3

on hand, so we recommend you bring additional water to ensure you're taken care of. Headgear, eyewear and sunscreen are also items you should bring along in your track bag – we're on an open lot with little shade so the sun can be brutal out there! As alluded to earlier, with the use of motorsportreg.com we are seeing an increase in participants and spectators attendance. There are plenty of areas for spectators to safely watch the cars during competition, but for their added safety (and to please the PCA legal eagles), please remind anybody who comes with you to the event to check in at the registration/timing table/trailer to sign an insurance waiver release form and get a really cool, fashionable, sexy wristband (suitable for framing). Also, if you must bring a pet it must be on a leash at all times. Remember that the sound levels that many of the cars produce may be distressing to them!

Yes, autocross is one of those 'single-player sports', but you don't have to have a stable of Porsches in order to share the experience with friends and family. Co-drivers are a common and cost effective way to see who will have bragging rights at the dinner table/water cooler. And just because it's a Porsche Club event, that doesn't mean that cars manufactured by more common brands aren't welcome – all that's needed is a car that will pass a cursory mechanical inspection, a valid driver's license, and of course – the registration fee which is:

	2014
PCA First Time Intro to AX	\$0
PCA Member Preregistered	\$35
PCA Member Walkup	\$45
Nonmember Preregistered	\$40
Nonmember Walkup	\$50

As you can see membership and pre-registration have their advantages – registration for Chesapeake Region PCA Autocross events can be done at <http://www.motorsportreg.com>. What?! You say you haven't attended a Chesapeake Region PCA autocross event before? What's keeping you from attending one now?

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J.D. Power 2014 U.S. Initial Quality StudySM (IQS)

2014 Nameplate IQS Ranking Problems per 100 Vehicles (PP100)



"The acid test is customer satisfaction," said Matthias Müller, Chairman of the Executive Board of Dr. Ing. h.c. F. Porsche AG. We are delighted we can meet the high quality demands of Porsche drivers. For us, the ratings are both a demonstration as well as an incentive to continue along our path to quality growth."

Source: J.D. Power 2014 U.S. Initial Quality StudySM

Charts and graphs extracted from this press release for use by the media must be accompanied by a statement identifying J.D. Power as the publisher and the study from which it originated as the source. Rankings are based on numerical scores, and not necessarily on statistical significance. No advertising or other promotional use can be made of the information in this release or J.D. Power survey results without the express prior written consent of J.D. Power.

Porsche's Le Mans was a true show of perseverance, and their race, in the various classes, could be best described as an "ebb and flow". The thing that is always true about the 24 Hours of Le Mans, first and foremost, is that it is a very long race, and a lot of things can happen. This is true both for you, as well as for your competitor. The important takeaway from that fact is that you should never hang your head or wring your hands in defeat before you have been defeated. Any number of terrible things can happen to those cars nominally ahead of you on the timing charts, and you can soon find yourself back at the top. The flip side of the coin is that you should never allow yourself to be lulled into a sense of security, as your competition could bounce back and attack at any given moment. The race isn't over until it is over, and nowhere is that more true than in a 24 hour race at Le Mans.

Prior To The Start Of The Race

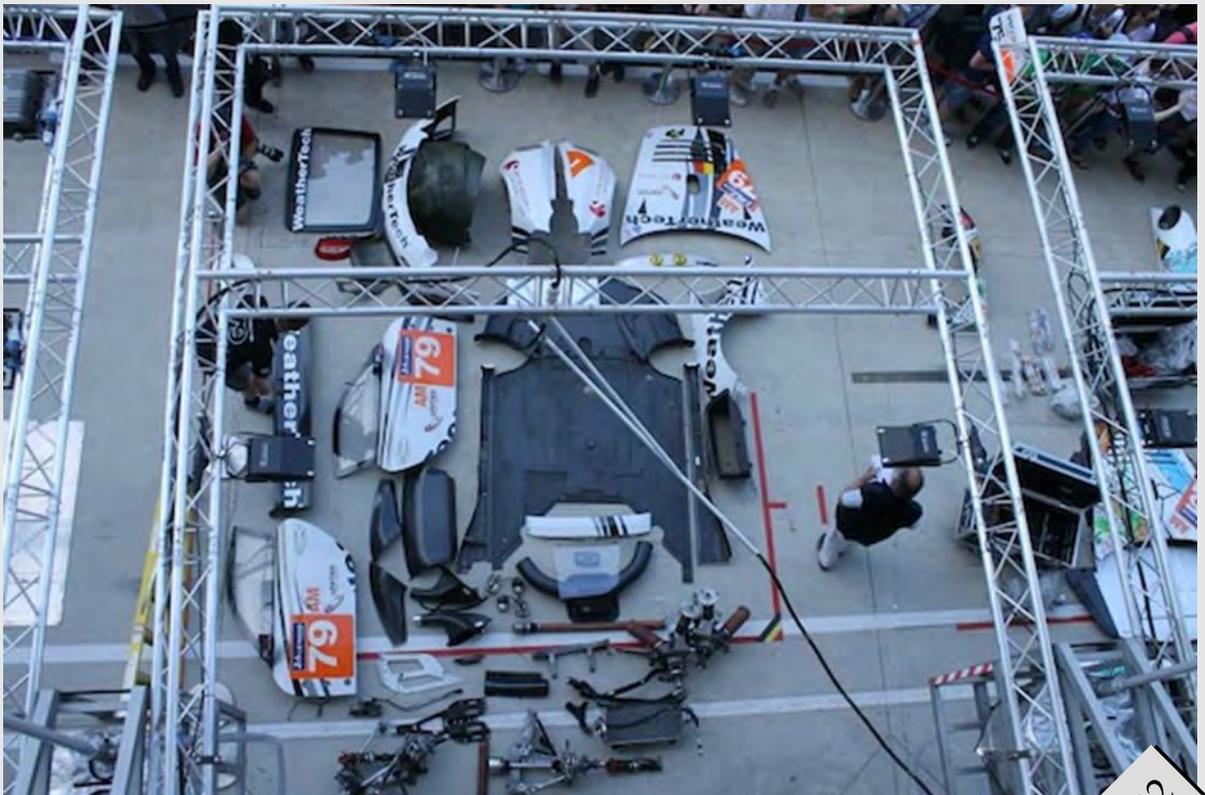
Before the race even started, it was certainly shaping up

to be a race of high attrition rate. There were a number of cars that were shunted in the lead up to the start. A few issues in the practice and qualifying sessions set the stage for how Porsche's 24 hour would proceed.

A rebuild for Bergmeister's #91 GTE Pro Porsche after a huge off at the Ford Chicane in the pre-race test would mean that the factory team

would be on the back foot with minimal running headed into the race.

One of the biggest stories of Thursday's practice sessions, however, was the massive shunt for the Prospeed/Weathertech racing that completely wrote off their 997 GT3 RSR tub as useless. They managed to find a spare 997 tub to rebuild the car from, however driver Bret Curtis was not able to be cleared to run the 24 hours with the team. The solution, they thought, was to bring in a replacement driver in the form of French driver Sebastien Crubile. Unfortunately, as the car was not repaired until Friday morning, Crubile was not able to complete his required night-time practice laps, and wasn't cleared to drive. Without many other options, drivers Jeroen Bleekemolen and Cooper MacNeil determined that they could run the entirety of the 24 hours with just the two of them driving. As both drivers are considered "pro", the car was moved into the GTE Pro category for the race.



The 24-Hours of Le Mans

Bradley Brownell

The Early Hours

From starting positions of second and fourth, Porsche's 919 Hybrid teams took off at 3PM on their way toward the next day, but it was easily seen that their race opening pace was well down on that of the Toyota and Audi crews. It wasn't long before Porsche was tumbling down the order, and found themselves not only behind both Toyotas, but also behind all three Audis. While not something to particularly be worried about, after all it is a long race, it certainly gave show to the fact that Porsche's single lap pace was a second or two short of what the Audi and Toyota could manage. If anything was to be done, it would have to be done on reliability, long fuel stints, and taking care of their tires.

were practically nose-to-tail, making for some rousing racing.

And Then The Rain Came

Things sort of settled out for a little while, but all of that was thrown away completely when the rain decided to fall. All of the teams were bouncing back and forth between Michelin slicks and wets, trying to play the weathermen and get the predictions right. The strange thing about that bit of rainy section was that it was over almost as soon as it had begun.

In one fell swoop, two of Porsche's competitors were cut from the leading pack, as the #8 Toyota TS040 and the #3 Audi R18 suffered collision with a GTE Ferrari.

The Toyota was badly wounded, but was able to make it back to the pits for repairs. The Audi, however, was not so lucky, and was forced to retire when Marco Bononomi could not get the car back moving again. The rain, the only rain of the race in fact, came right before 5PM local time. The rain came down in fits and starts, as it would drizzle, then bucket down, then get sunny again before starting the cycle again 2 or 3 times. In changing weather,



In GTE, things were not a lot better, as there was consistently a number of cars ahead of the Porsche contenders, but they did manage to keep the field in sight. In fact, for the first hour or so, the top 10 in GTE Pro

many of the competitors pitted a number of times to change tires. Patrick Long, though, pulled off a killer drive in damp conditions on slick tires in the Dempsey Racing car, losing a handful of minutes to the competition, but gaining them all back when

The 24-Hours of Le Mans

Bradley Brownell



minutes later, exactly 3 hours into the race, Porsche's #20 was leading overall while Porsche's #91 car in GTE-Pro, with Bergmeister at the wheel, and the #77 car of Pat Long led in GTE-Am respectively. Leading three classes all at one time is not an easy feat.

Things stayed in lock step for about 45 minutes, but the #20 was passed for the

Only Three Hours In

It's only just before the three hour mark into the race when the Porsche 919 Hybrid #20 (Webber, Hartley, and Bernhard) take over the lead. This moment is significant because it has been 16 years since a Porsche racing car has led the 24 hour race overall. Being that Bernhard was in the car at the time only adds to the mystique of the event, as Bernhard is one of the hardest working drivers in the sport, and a true Porsche fanatic/scholar.

Even more significant than Porsche leading overall, just a few

lead by one of the remaining Audis, but regained the lead when the Audis pitted for fuel. Regaining the lead, the #20 then had to fight off pressure from the #7 Toyota. The 91 Porsche had been overtaken by Tommy



The 24-Hours of Le Mans

Bradley Brownell

Quarter Distance

By this point, Porsche was trying to maintain the lead lap while the #7 Toyota galloped off into the distance. As the light started to slip away at the circuit, Brendon Hartley ran straight at the runoff area exiting Arnage before getting started up again and returning to the pits for a driver and tire change. Mark Webber, stepping behind the wheel in competition at Le Mans for the first time, managed to find a rhythm quickly and get things underway again.

The Prospeed/Weathertech two-driver 997, by this point, had already suffered from two left rear tire punctures, but their ironman stints just kept coming, and they managed to keep the car relatively stable. While not near the pace of the leading GTE Pro cars, they were running a good race, and managing quite nicely.

Aston Martin was dominating proceedings in the GTE categories at the time, leading both classes by a relatively comfortable margin. After darkness had descended upon the circuit in its entirety, the #77 GTE-Am

Dempsey Racing entry came in for a pit stop and a driver change. I don't know the story complete, but I believe Patrick Dempsey had just gotten out after a double-stint, and Joe Foster was stepping behind the wheel. Apparently having forgotten about the pit-lane rule against burnouts exiting the pit lane, Foster committed a lurid spin of his giant rear Michelins as he dropped off of the air jacks. This spin of the tires caused Foster to incur a punitive 3 minute penalty on his very next lap. (If you're reading this, Joe, we think it's a dumb rule, too.)

Not to be outdone in pit-lane penalties, the #67 IMSA Performance Porsche was given a stop and hold penalty for speeding in the lane.

At just after the turn of the 8th hour, Mark Webber's #20 car went off at the exit of Arnage again in the same fashion that Hartley had done earlier. He got the car going again, and drove away. Only half an hour later, Neel Jani put the #14 Porsche in the same place, going straight on at Arnage. Being the third professional Porsche driver to commit that error, it was starting to be-

come clear that there was some issue under braking, perhaps with the energy recovery system.

(cont.)





Midnight

Just after 12:00, the #91 Team Manthey Porsche 991 RSR pitted with a misfire issue that was costing them several miles per hour on the straights. The source was determined to be a fuel pressure issue, and a lengthy repair of the car was committed to replace the entire fuel cell. In all, they lost 19 minutes in the garage. They thought all was well, but just one lap later, the #91 returned to its garage stall.

Webber hands the #20 car back to Timo Bernhard after a relatively calm stint at the wheel.

At almost 2 in the morning, the #75 Prospeed Porsche was wheeled into the garage for repair.

At three o'clock in the morning, the 20 Porsche is sat in 4th position overall when the #1 Audi in third slows dramatically. With Kristensen in the car, the #1 pulls off the circuit into the pits, and is swiveled immediately back into the garage. The Audi team commits to a

fuel injector swap, and sends the car back out with Lucas Di Grassi at the helm. After only a handful of laps, Di Grassi swings back into the pits with a puncture, losing even more time. The #20 Porsche now has a commanding gap over the #1 Audi.

The #14 Porsche is plagued with fuel-pressure issues, and has continually been running slower laps

than the #20 sister car, as well as the rest of the LMP1-H field.

Hour Fourteen – The Toyota Expires

With 10 hours remaining in the race, and after having been in the lead for what feels like a decade, the #7 Toyota slows to a crawl near the end of the Mulsanne straight, and ducks behind a wall just off the course at Arnage, and retires. The crew stands incredulous staring at the monitors, and the car is said to have suffered a small electrical fire, and the engine will not re-start. The #2 Audi, only a minute and a half behind the Toyota, nips into the lead for the first time all race. How great is it to have a 24 hour endurance race in which three different manufacturers lead the race overall? Something we have not seen at Le Mans for many years.

The #92 Porsche GTE-Pro car limps back to the pits from 3rd on track at just before sunrise. Presumably

with a punctured tire, as they drove away with a driver change and no further issues.

The #20 LMP1 Porsche with Brendon Hartley aboard goes straight on at Indianapolis, and cannot get restarted. With a push out of the gravel, the car is able to get started back up and underway again. The car lost about 5 minutes in the kerfuffle, but everyone is safe, and the car appears undamaged. Within an hour and a half or so, this same problem happens three more times across both LMP1 entries. This simply seems to confirm the intermittent brake issues that the Porsche 919s have had up to this point, as a grouping of drivers of this caliber would not continually make the same mistake.

Since the Toyota's retirement, Audi #2 has lead by about 3 laps from the #2 Audi in second and the #20 Porsche in third. The Porsche runs consistently slower than the Audis, but is staying within shouting distance of second place. Goonies never say die, remember?

Hour 16 – Audi Drama

2 hours after the leading Toyota's issues, the leading Audi #2 runs into trouble. The car pits, and is immediately pulled into the garage. The team fiddles with some bits at the back of the car, losing precious seconds of their 3 lap lead, then push the car back onto pit-lane to start it up and get it back going. Le Mans rules specify that all cars must start under

their own power, but the Audi will not turn over and catch. The team then pulls the car back into the garage and put it up on the high-jacks. It appears that a turbo-charger replacement is in order. The team lost a monstrous 21 minutes in the pits, and along with it, the lead. From 3 laps ahead, the car finally emerges just over 2 laps down. In their favor, the track was under localized cautions during their change.

Hour 20 – More Audi Drama

After leading the race for four hours, the #1 Audi of Tom Kristensen comes to a stop on the Mulsanne just after the first chicane. A cycle of the electrical systems, and he's back going, but not up to speed. A quick stop in the garage and the car is back out... For one lap. Kristensen pulls back into the pits, and the car goes into the garage. Confirmation soon comes that the #1 has suffered the same fate as the #2, and a turbocharger change is required.



Porsche #20 is back in the lead at hour 20! Slowly but surely, over the last four hours, the #2 Audi has been eating into the gap to #20 Porsche, and at the time Porsche retook the lead of the race, the #2 was only about a minute and a half back. A real dogfight has truly begun, and some of the most exciting racing I've ever seen took place over the following hour.

The #1 Audi lost only 17 minutes in the pits, and rejoins the race only 3 laps down.

Hour 21 – Porsche Drama, The Race Is Over

Sadly, Porsche only had 1 hour of glory before an ignominious defeat. The #20 car, with Mark Webber at the wheel, was dramatically slower than the Audi (which was ahead on pit sequencing). The Audi was eating Webber for lunch, extending their lead by 5-7 seconds per lap, and the #20 was clearly walking wounded. At almost exactly the 21st hour mark, the car slows to a crawl coming out of the first Chicane on the long Mulsanne straight. Unfortunately, the car could not accelerate, and was pulled into the garage when Webber finally coaxed it back around to the pits. The car was torn down, investigated, reassembled partially, and investigated further, but unfortunately the #20 would never leave the garage again.

Just an hour and a half after Webber's retirement, the #14 sister car comes into the pits with what appears to be a similar issue. Later Porsche would report that the #20 had a "driveline issue", and that the #14 was a "gearbox

issue". The #14 car was sent back out at the end of the race, having been fixed before the checkered flag

Hour 24 – The Finish

LMP1 - Unfortunately, the rules at Le Mans require your car to be running on the final lap, and to complete that lap in under 6 minutes 30 seconds in order to be included in the final results. Being that the #14 garage is located after the start-finish line, their official time for the final lap was over an hour and a half in duration. Because of this miss-step, neither the #20 or the #14 were finishers at Le Mans this year.

GTE-Pro – The only saving grace for the Porsche four-car official team was the #92's third-placed podium finish in GTE. Team newcomer Fred Mako worked well with Marco Holzer and Richard Lietz to fight through all of their issues to end up on the shortest step. The #91 car's fuel pressure issues pretty much knocked it out of contention for any kind of result, and they finished some 30 laps down to the class winner.



Possible Porsche 911 Targa GTS Spied



In recent months, a few rather mysterious Porsche 911 prototypes have been spied testing. Believed to be the new 991 911 GTS and GTS Cabriolet, the cars are been particularly noteworthy due to their active front air intakes and dual, central exiting exhaust pipes. Now new images have emerged showing a Targa GTS.

As it stands, the 2014 Porsche 911 Targa is available in Targa 4 and Targa 4S specifications. The entry-level Targa 4 features a 3.5-litre, flat-six engine delivering 350 hp. By comparison, the 911 Targa 4S manages to push out an impressive 400 hp from its larger 3.8-litre engine. The Porsche 911 GTS is expected to feature this same engine but will likely deliver over 400 hp but less power than the 475 hp 2014 Porsche 911 GT3.

The Porsche 911 GTS is likely to be the first new 911 model to feature the mid-life, facelift of the current 991-generation car. It is expected to receive modified LED daytime running lights and is also pinned to receive modified taillights. Not too long ago, the face lifted Porsche 911 Turbo was spied testing at the Nurburgring.

It is likely that the Porsche 911 GTS will be one of just many new variants offered for the latest 911 Targa. Alongside it, we expected to see rear-wheel drive Targa and Targa S models added in the future.

Porsche Cayman GT4 Looks Ready



The Porsche Cayman GT4 has every chance of outperforming the 911 Carrera and even the Carrera S, and it will be on tracks like the Nurburgring that such feats will be realized. Spied in its home country for the second time in as many months, the high-performance variant of the mid-engined sports car has a lower ride height, new aero kit, larger brakes housed in bigger lightweight wheels, a rear ducktail spoiler and a massive rear wing. It should have around 400 hp, which will be sent to the wheels via a seven-speed dual-clutch.

In The News

Porsche Cayman GT4 Looks Ready



Porsche ready to pick itself up after Le Mans failure



It's safe to say that things for Porsche didn't go quite as well at Le Mans this year as it might have hoped. After a sixteen-year gap, the winningest manufacturer in endurance racing history returned to the Circuit de la Sarthe this year hoping maybe not for outright victory in its first time back, but definitely a strong finish on which it could build on for next year. All the while it undoubtedly hoped its 911s would hold their own in the GT classes.

Unfortunately for Porsche, neither happened. After racing around the clock, and despite actually leading the festivities for some time, the best its 919 Hybrid could manage was an eleventh-place finish, lagging lamenta-

bly behind not only the other LMP1s (like the race-winning Audi) but also a handful of LMP2s. Meanwhile the LMGTE Pro and LMGTE Am titles went to the factory-backed teams of its arch-rivals Ferrari and Aston Martin, respectively.

Not a stellar result, in other words, but Porsche is taking it all in stride – accepting that it has a ways to go while congratulating its vanquishing rivals in a video. It's good sportsmanship if we've ever seen it. Next year's race starts now.

By Noah Joseph Posted Jun 23rd 2014 10:15AM

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Tech - Trip & Odometer Failure *Michael Murphy*

Trip & Odometer Failure:

If you own a 911 Porsche model type 964 or 993 and you haven't had your Trip /Speedometer fail...read on,



as you'll need this "How To" real soon!

Problem:

Your speedometer is working, but you notice your odometer and trip odometer are not moving to record your mileage. Chances are the small 15 tooth planetary gear that drives the odometer has lost one or more teeth due to the long-term contact with the lubricant VDO used for this gear. The lubricant turns the gear into a

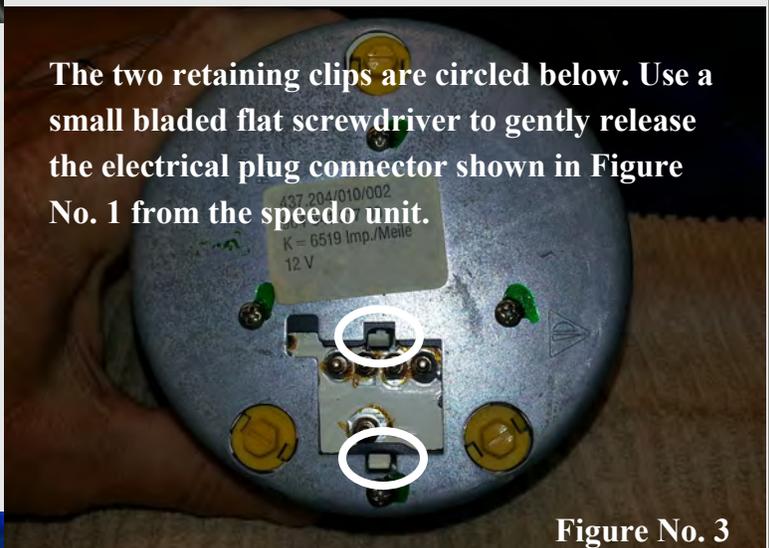


soft "jello-like" rubber where the slightest pressure from the trip reset breaks a tooth off the gear. Now what?

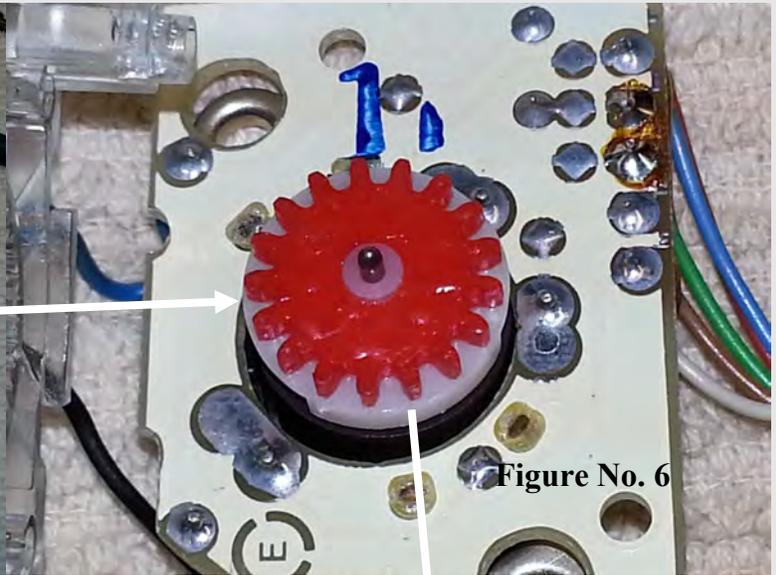
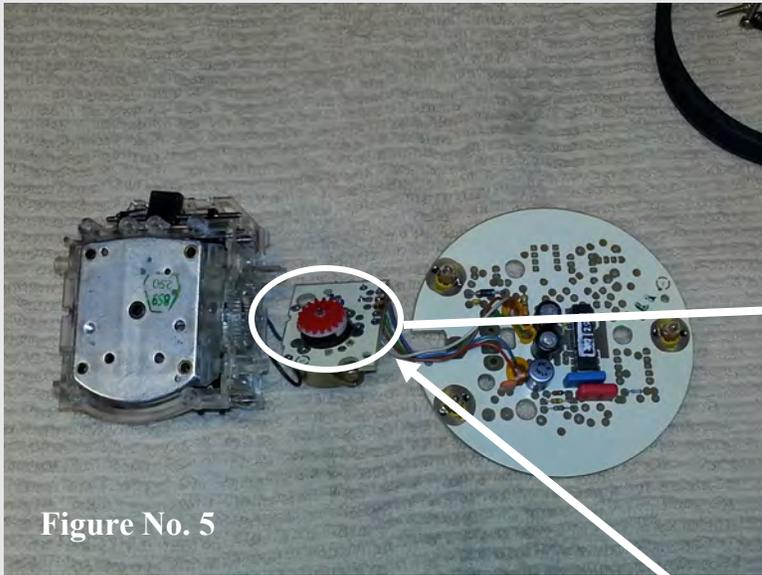
Well, with an evening's attention you can repair it yourself and save the time and cost to ship it off to specialty shop. Here's a step-by-step procedure to remove, repair and reinstall your speedo:

Step No. 1: Odometer Removal

The speedo is friction fit into the dash with a rubber gasket around the speedo. I used a nylon non-marring tool from Eastwood (www.eastwood.com/12-pc-trim-tool-set.html), (Figures Nos. 1&4). If you don't have a non-marring tool, you'll use a cloth-covered flat wide-blade screwdriver to gently pry out the speedo by carefully working all edges. Do NOT use the adjacent gauge as a leverage point as the black trim ring is easily scratched and



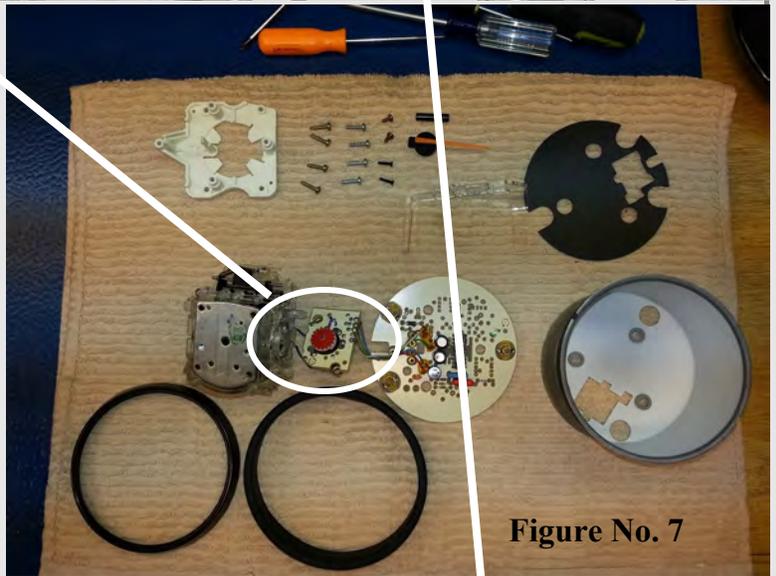
Tech - Trip / Odometer Failure



and dented. Slowly work your tool around the outside perimeter to the speed gauge then use your two hands to wiggle the gauge back and forth until it's free of the opening. Do not pull too hard as there is an electrical plug connection at the rear of the speedo (Figure No. 3). Gently spread the two white retaining clips (Figure No. 3) at the rear of the speedo one at a time until the speedo is free from the cable. Now take the speedo to a clean work area.

Step No. 2: Disassembly

Slide the rubber retaining gasket ring from the speedo. Remove each of the four screws from the back of the unit. Now the soft metal trim ring needs to be removed by gently prying around the entire edge of the assembly to bend/lift the edge over the lip of the outside housing using a small flat blade screwdriver. This task must be done slowly so that each rotation of your screwdriver lifts a small portion of the metal. Keep working around the entire metal retaining ring and be careful not to scratch the ring beyond the lip (Note: The metal edge that you worked on is not visible once you place the rubber retaining gasket back on the unit).



Tech - Trip / Odometer Failure

Rear view of speedo



Figure No. 9

Front of speedo without lens and retaining ring



Figure No. 10

Keep slowly prying around the edge until you remove the front metal retaining ring.

Step 3: Trip meter reset button removal

There is a thick post over the thin post of the reset button. Support the button assembly below and pull the top off. This will take some pressure, but be sure to brace the assembly from below so you don't pull too hard on the lever where it clips to the drive gears.

Note where the shaft gets thinner... that is where it separates (Figure No. 10).

Step 4: Speedometer needle removal

This is the trickiest part of the job. The needle is pressed onto a shaft that is extremely thin. It feels like a pretty tough metal, but you HAVE to be careful here. Do not pull straight up. Do not put any torque on the shaft. Rotate the speedometer needle (Figure No. 12) clockwise until it hits a stop point then gently continue to rotate the needle while lifting up gently at the same time. The friction is all that is holding the needle to the shaft. Keep turning and prying until the needle comes off. Do not force it.

Step 5: Disassembly

You've come this far, there is nothing stopping you now. Take the two screws out of the faceplate.

New (white) and old (brown) 15-tooth gear side-by-side for comparison. The old gear is soft as jello.

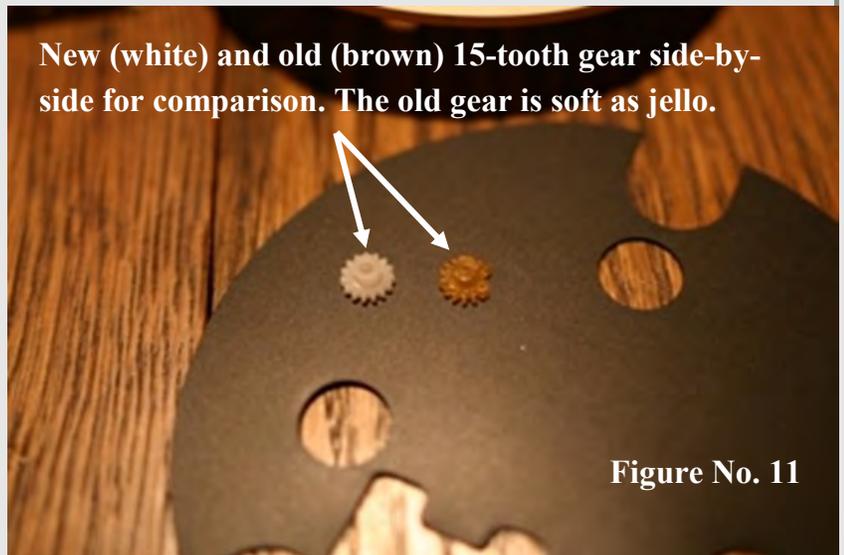


Figure No. 11

Speedo needle. Remove by center hub only, and NOT by needle.



Figure No. 12

Tech - Trip / Odometer Failure



"Unstack" the speedo components (Figure No. 14). There are no wires to disconnect, as all internal components lift apart into a nice stack of three main elements.



Once the motor comes out, you will get to the drive gear and pod. Inside the pod is going to be your broken gear. Replace it with your new gear. See the broken gear - and its yellow decay - compared to the new gear.

Step 7: Reassembly

This is completely reverse of everything else. Nothing is too tricky. Continue to take your time paying particular attention to the needle shaft. When reinstalling the speedo needle, make sure you rotate while gently pushing down. Never simply compress the needle onto the shaft. Once it is in firm enough, use the stop points at max speed and 0 mph/kph to realign the needle with 0. Once everything is back together, also gently recompress the trim ring around the back of the speedo housing. You could use a black permanent marker to cover any scratches. Connect the electrical plug and insert the unit back into the dash opening. Use a little lubricant on the dash opening to assist with the reinsert. Hopefully all is now re-recording miles.

Parts:

The new gear cost me \$25 and you can purchase it online from <http://www.odometergears.com/>. You'll need to count the teeth on the old gear before you order, as VDO made these gears with either 15 or 17 teeth. Mine was the 15-tooth variety.

This is a 3 out 10 task for complexity, so go order and fix your odometer!

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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.



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Contact: Chuck Marshall at 410-375-4775.



2007 Cayman S

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Volume 53, Issue 615

July 2014

