



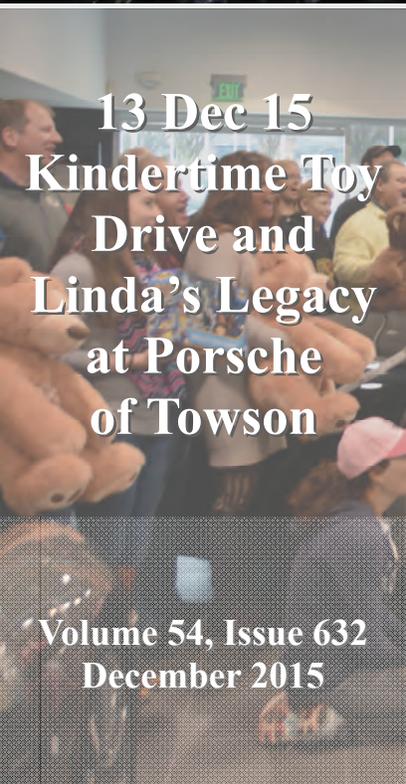
Chesapeake Region Patter



7 Nov 15
Tech Session at
Porsche
of Towson
“What Exactly is
a CPO Vehicle”



Photo: Aniano Arao



13 Dec 15
Kindertime Toy
Drive and
Linda’s Legacy
at Porsche
of Towson



Photo: Editor

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Chesapeake Region Patter

The *Porsche Patter* is the official newsletter of the Chesapeake Region of the Porsche Club of America. Contributions to the *Porsche Patter* should be sent to the Editor at least four weeks preceding the month of publication in Microsoft Word format via email to editor@pcachs.org. Please send images in their original size.

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Contributing Writers: Bob Rassa, Aniano Arao, Steve Graham, Pat Walker, Bob Purgason, Mike Cook.

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Letters to the Editor are welcomed. They should be brief and may be edited for length. Please include PCA membership number and contact telephone number for verification.

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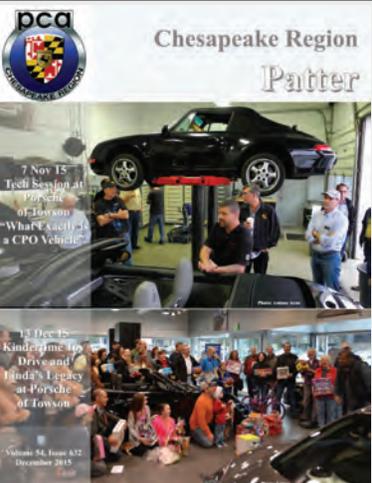
Chesapeake Region

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 objectives 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 the marquee shall proper and continue to enjoy its unique leadership and position in sports car annals.
- Promote the interchange of ideas and suggestions with other PCA Regions throughout North America and the world, and in such corporation as may be desirable.
- Establish such mutually corporative relationships with other car clubs as may be desirable.
- Establish a community service initiative with the goal of engaging members to participate in activities that benefit the community through fundraising or volunteering of time.

Cover Photo: As Indicated



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Chesapeake Region from our president

President's Message

Dear Executive Committee, Board and Members of the Chesapeake Region of the PCA,

This is the last President's message you will receive from me, as my term in the President's chair ends at the stroke of midnight on December 31st. It has been a true privilege to have served as your president for the past two years and I'd like to take just a few moments of your time to express my gratitude.

I offer you my sincere, heartfelt thanks for your friendship, support, and unwavering guidance as I have made my path through the Presidency over the past two years. You have been simply amazing!

When I took on this role I had limited exposure and experience with the Chesapeake Region beyond that of a typical member. An abbreviated stint as Community Service co-chair with my lovely wife Kara, a few years as an Auto Cross participant, and a bit of track time in the club's DE program were my primary qualifications to office.

Recognizing my limited perspective on Board matters, those of you on the Board

much more experienced than I rallied around me and began, ever so gently, to teach me the ropes of attending to the club's business matters. To say it was a steep curve is far too kind and I spent more than my fair share of time becoming acquainted with your teachings. But ever so slowly, the knowledge you shared with me took hold, and the pieces of Region management began to fall into place

As I matured to the role, my understanding of the Board and general membership grew in its appreciation of the very special group of people who make up our Chesapeake Region. Simply put, you all rock! Your enthusiasm and knowledge of the marque is astounding, and your willingness to share your Porsche experiences unlimited in its generosity.

The success we have experienced in our Region over the past two years, I attribute to all of you, my fellow club members who have helped guide and support me at every turn. Any disappointments or failures I take as my own responsibility: lessons learned for future endeavors with PCA and our Region.

I view my time in the president's chair as one of great personal growth and pleasant memories. It was well spent with wonderful new friends who



Chesapeake Region from our president

have greatly expanded my appreciation and awe of Porsche, not just as another sports car, but a deeply gratifying lifestyle. All that said, I intend to remain active with the Board and will be looking to find new opportunities to grow our Region, finding events and programs through which we can stay vital and healthy as an organization.

I especially look to any opportunity to support our Board and new Officers and to join as many of you as possible in driving, touring, rallying, auto crossing, DE'ing, and socializing in the best of Chesapeake tradition! Here's to a bright future for our Region!

Have a wonderful holiday season and drive safely!

Gary

Michael Murphy - Editor

It's with much gratitude the Executive Board and Committee Chairs and Co-Chairs graciously extend a warm thank you to Gary Martinez for his guidance and hard work these past two years as President of the PCA Chesapeake Region.

Let's not forget what Kara Martinez performed as Gary's full partner in "The Team Martinez". As you all observed, Kara achieved and accomplished much as co-partner with Gary.

As we look forward to Claude Taylor's Presidency, which starts in January 2016, we know Claude's new role and responsibility as President has the full support and backing of the Executive Board and Committee Chairs and Co-Chairs.

Thank you again Gary and welcome President Claude Taylor.



Membership & Anniversaries

November 2015

Aaron & Minta Miller

Primary Members: 800 Affiliate Members: 479
Total Members: 1279

Membership

New Members: 13

Greg Alden	Arnold, MD	2011 911 Turbo S, Black
Jaime Brown	Columbia, MD	1965 356
Mike Damewood	Columbia, MD	2004 911 40 th Anniv. GT Silver
Justin Handy	Monkton, MD	1992 968, Guards Red
Robert Jansto	Ellicott City, MD	2008 Cayman S, Ruby Red Met.
Gregory Larcher	Millersville, MD	2014 Cayman S, White
Mary Michels	Annapolis, MD	1981 911 SC Targa, Red
Arielle Orem	Columbia, MD	1965 356
Tim Parr	Ellicott City, MD	1969 911T, Black
David Schleeper	Arnold, MD	2003 911 Carrera, Slate Gray Met.
Matthew Schumacher	Baltimore, MD	2008 Cayman S, Basalt Black
Donald Terrell & Arlene Bazar	Columbia, MD	2010 911 Carrera
Neil Williamson	Baltimore, MD	2004 911 Carrera 4S, Atlas Grey

Transfer In:

Kevin Driskel
Hafeez A. Kazim

from: Carolinas (CAR)
from: Potomac (POT)

Transfer Out:

James H. Wheeler to: Potomac (POT)
Chris Nolan to: Potomac (POT)

Anniversaries

30th Year Anniversary:

William and Gloria Lessig

20th Year Anniversary:

Phillip Belfiori

5th Year Anniversary:

Mark and Ann Leighty

1st Year Anniversary:

Robert Cropp, Robert Cossaboon, Kevin and Sharon Driskel, Carlos & Chistian Jimenez, Kenneth Katz, Stan and Jennifer Kukula, Normal and Tanya LaSalle, George Mink, Jeff Rubin & Sarah Greenberg, Dan Schiller and Jim Yurgealitis



Chesapeake Region

the team

President	<i>Gary Martinez</i>	president@pcachs.org
Executive Vice President	<i>Mark Hubley</i>	executive@pcachs.org
Vice President	<i>Claude Taylor</i>	vicepresident@pcachs.org
Treasurer	<i>Lynda Sobus</i>	treasurer@pcachs.org
Secretary	<i>Michael Murphy</i>	secretary@pcachs.org
Past President	<i>David Dukehart</i>	pastpresident@pcachs.org
Autocross	<i>Rick MacInnes</i>	autocross@pcachs.org
Autocross	<i>Pat Walker</i>	autocross@pcachs.org
Patter Editor	<i>Michael Murphy</i>	editor@pcachs.org
Publicity	<i>Pat Walker</i>	publicity@pcachs.org
Social	<i>Bob Costello</i>	social@pcachs.org
Social	<i>Kathy Costello</i>	social@pcachs.org
Tech Session	<i>Jim Earlbeck</i>	tech@pcachs.org
Tech Session	<i>Rob Mairs</i>	tech@pcachs.org
Tour / Rally Master	<i>Steve Graham</i>	tour@pcachs.org
Tour / Rally Master	<i>Mike Cook</i>	tour@pcachs.org
Safety Chair	<i>John Jensen</i>	safety@pcachs.org
Chief Driving Instructor	<i>Ellen Beck</i>	instructor@pcachs.org
Community Service	OPEN	communityservice@pcachs.org
Concours d'Elegance	<i>Ron Gordon</i>	concours@pcachs.org
Concours d'Elegance	<i>Doug Ehmann</i>	concours@pcachs.org
Historian	<i>Bob Rassa</i>	historian@pcachs.org
Membership	<i>Aaron & Minta Miller</i>	membership@pcachs.org
Webmaster	<i>Terry Della Vecchia</i>	webmaster@pcachs.org
Insurance	<i>Lee Rock</i>	insurance@pcachs.org
PCA License Plates	<i>Laurie Tarsia</i>	pcalicenseplates@pcachs.org
PCA License Plates	<i>Bruce Tarsia</i>	pcalicenseplates@pcachs.org
PCA Zone 2 Representative	<i>Cheryl Taylor</i>	zone2rep@pcachs.org

PCA Chesapeake Region-2015/16 Events Calendar

November	7	Tech Session – CPO Cars	9:00am to Noon	Porsche of Towson – Certified Pre-Owner, Porsche of Towson, 799 Kenilworth Drive, Towson, MD 21204 410-921-4600
	12	Board Meeting & Elections	6:30pm to 8:30pm	The Corner Stable, 8630 Guilford Road, Columbia, MD 21046 240-755-0188
	14	New Member Party	10:00am to Noon	TBD
	18	Board Meeting	6:30pm to 8:30pm	Hampton Inn & Suites, 7045 Minstrel Way, Columbia, MD 21046, 410-381-3001
	21	Social & Community Service	Dinner	Parole or Annapolis
December	5	Tech Session – GT3/GT4 Comparison	8:30am to 11:00am	TPC Racing, 8040 Washington Blvd., Jessup, MD 20794 410-799-7223
	13	Kindertime Toy Drive	9:00am to 2:00pm	Porsche of Towson, 700 Kenilworth Dr., Towson, MD, followed by lunch at Ryan's Daughter Irish Pub and Restaurant
January	13	Board Meeting	6:30pm to 8:30pm	TBD
	16	After Holiday Party	6:00pm to 11:00pm	Yellowfin Steak & Fish House, 2840 Solomon's Island Road, Edgewater, MD 21037
	23	Tech – Dynamometer Tuning		At Speed Motorsports, 7410 Coca Cola Drive, Suite 110, Hanover, MD
	26	Social	TBD	TBD – Howard County
	29-31	Rolex 24 At DAYTONA	3:00pm to 6:00pm	The 2015 Rolex 24Hrs At DAYTONA - Porsche of Silver Spring 6 th Annual Viewing

Tech Session

The Future of Susp

Date: December 5, 2015

Time: 8:30 AM to 11:00 AM

Location: TPC Racing
8040 Washington Blvd, Jessup, MD 20794
410-799-7223

A double header Tech Session:

- 1 - Has the GT4 earned its “GT” designation?
- 2 - The future of active chassis tuning

Join Michael Levitas and the TPC Racing crew as they host a technical discussion on the future of suspension technology. First, take a close up look at the GT4 and GT3 side by side, comparing and contrasting the suspension characteristics of each model. How are they similar? How are they different? Is it possible to retrofit GT4 suspension to a GTS? And most importantly, has the GT4 earned its “GT” designation? Michael Levitas did



Chassis Technology

a wonderful review of the GT4 for PCA. It is not too late to do your homework if you missed it. You can find it on YouTube by searching on PCA GT4 Technical highlights or <https://www.youtube.com/watch?v=5SamK54Igm0#t=32>

Next, Michael Levitas (also the founder of DSC Sport) will provide a demonstration on the future of active chassis tuning. Discover the endless possibilities of real-time, four-corner chassis tuning.

How has damper technology evolved to allow for the ultimate bridge between street comfort and track performance, without sacrificing either extreme? Take an in-depth look at the DSC Sport tuning software Levitas uses to tune the active characteristics of both his cup and street cars' Tractive DDA electronic dampers.

Coffee and donuts start at 8:30 AM and the main event starts at 9:00 AM.



Performance Dyno

Date: January 23, 2016

Time: 9:00 AM to 12:00 PM

Location: ASM Performance

7410 Coca Cola Drive No. 110, Hanover,
MD 21076, 410-712-4290

What is a dynamometer and what is performance dynamometer tuning? Well a dynamometer or "dyno" is a device that measures force, torque, or power. But to find out what "performance tuning" is, you will need to come to the Region's next tech session at ASM Per-

formance on January 23rd to learn all about it and why it could make a difference in the performance of your car. John Behe (Behe Performance) who has joined Morgan Adams (At Speed Motorsports) to form ASM Performance, is going to explain the process of tuning, both generic retail tunes and true custom performance tuning and how they are both used to satisfy the diverse needs of their customers.

John and Morgan's philosophy is that tuning is a science, more empirical than theoretical. Does a new air intake really do anything at all? Does a "performance" exhaust really help power output? Will a part their client brings to them integrate



Chassis Dynamometer Tuning

with factory and other aftermarket parts? They believe the answer is found in measurable, repeatable performance improvements as shown on their dyno, at the track and on the street. Dyno results are used to compare before and after tuning performance and gauge improvements from performance modifications. Their goal is to help each customer discover what he or she wants their car to be. They offer a tuning process for making that discovery; for integrating driving habits and preferences, operating conditions, emissions and other regulatory requirements, styling considerations and, of course, ultimate power as measured in torque and horsepower.

John will demonstrate their performance tuning process on their DynaPack chassis dynamometer with a vehicle directly coupled to the dyno via the wheel hubs. The dyno applies a precisely controlled hydraulic load while the engine is running, in gear, and under various speeds and load conditions and the resulting horsepower and torque will be presented throughout the rpm range. **Please register at clubregistration.net.** For questions about this event, please contact Rob Mairs or Jim Earlbeck at Tech@pcachs.org See you there!



Autocross Season

Final
Autocross #7 -
Total T

s1 - Total Entries: 2

				Car Color
1	112	Steve Wood	02 Cayenne Turbo	White
2	177	John Stein	1999 Porsche Boxster	Black

s2 - Total Entries: 2

				Car Color
1	113	Justin Wolf	2015 Porsche Cayman	Agate Grey
2	214	David Fratangelo	2007 Porsche Cayman	Blue

s3 - Total Entries: 3

				Car Color
1	221	James Musgrave	2009 Porsche Cayman S	Black
2	212	Marcus Frank	2006 Porsche Cayman S	Lapis Blue
3	211	Mario Jorquera	2007 Porsche Boxster S	Midnight Blue

s4 - Total Entries: 1

				Car Color
1	215	Michael Fultz	2003 Porsche C4S	Gray

s5 - Total Entries: 4

				Car Color
1	201	Scott Borden	2014 Porsche GT3	Sapphire Blue
2	203	Michael Kuehn	2015 Porsche 911 GTS	Black
3	107	Frank Holland	2010 Porsche Turbo	Blue
4	205	Mike Ricketts	2005 Porsche 997	Silver

p5 - Total Entries: 2

				Car Color
1	218	Dave Critcher	96 Porsche 993	Blue
2	206	John Jensen	2000 Porsche Boxster S	Silver

p6 - Total Entries: 1

				Car Color
1	208	Mark Hubley	2000 Porsche Carrera	Black

np - Total Entries: 22

				Car Color
1	111	Brian Robinson	2004 Subaru Forester	Gold
2	294	Ivan Slavov	2004 BMW M3	Oxford Green
3	209	Ata Tabesh	2005 Honda S2000	Silverstone
4	114	David Bower	2005 Honda S2000	Silver
5	204	Christopher Dziabo	2005 Subaru STi	WRB
6	210	Jonathan Jazayeri	2001 BMW M3	Blue
7	996	Michael Pagan	2007 Lotus Elise	Black
8	116	Paul Myakishev	2004 Mazda miata	red
9	216	Greg Hartke	2012 Mini Cooper S	Orange/White
10	151	Douglas McCoach	2013 Mazda MX5	Dolphin
11	219	Dan Chavis	02 Mazda Miata	Silver
12	103	Aaron Meisner	Accura NSX	Black
13	102	David Gervasio	2012 Tesla S	Brown
14	217	Chris Walker	2002 Subaru Impreza WRX	Midnight Blue
15	609	Paul Siragusa	2013 Cadillac CTS-V	Red

Results
Sat 10-17-2015
Times: 38

Times					Total	Diff.
57.159	55.136	55.638	55.331	55.027	55.027	[-]1.018
61.552	58.681	56.749	56.81	56.045	56.045	1.018
Times					Total	Diff.
62.625	58.552	57.191	55.96	55.616	55.616	[-]0.560
56.176	57.074	56.215			56.176	0.56
Times					Total	Diff.
52.948	52.697				52.697	[-]2.515
58.534	56.347+dnf	55.212	55.292		55.212	2.515
62.567+dnf	62.668+dnf	59.748	58.424		58.424	3.212
Times					Total	Diff.
60.999	59.506	58.853	313.077		58.853	-
Times					Total	Diff.
52.175	51.521	51.783			51.521	[-]2.660
54.407	55.141	54.181	55.034		54.181	2.66
58.273+dnf	57.412	54.718	54.69	54.396	54.396	0.215
57.025	56.408	55.66	55.783		55.66	1.264
Times					Total	Diff.
52.51	52.024+1	52.048			52.048	[-]4.283
57.05	57.274	56.331	57.414		56.331	4.283
Times					Total	Diff.
54.522	53.993	54.105	54.257		53.993	-
Times					Total	Diff.
51.567+dnf	53.291	52.183	51.603	52.673	51.603	[-]0.096
52.215+1	51.93	51.699			51.699	0.096
52.653+1	52.268	54.765+1	51.946+1		52.268	0.569
63.631+1	54.418	53.263	54.652	54.529	53.263	0.995
53.945	55.493	53.653	54.221		53.653	0.39
57.908	56.82	55.063	55.615+2		55.063	1.41
62.663	57.613	55.698	55.479	55.301	55.301	0.238
56.841+dnf	57.013	58.007+1	56.493	55.976	55.976	0.675
58.167	56.84	56.361	318.738		56.361	0.385
59.051	57.642	57.395	57.82	56.886	56.886	0.525
58.798	57.676	56.898			56.898	0.012
59.921	59.409	59.19	57.778	58.344	57.778	0.88
65.091	62.208+dnf	61.059	61.421	59.537	59.537	0.759
57.599+dnf	59.636	60.676+1			59.636	0.99
72.888+dnf	65.881	64.25	60.631	60.2	60.2	0.564

Autocross Season

16	104	Carl Spackler	2008 Viper	Blue
17	207	Scott Colby	2006 Mercedes-Benz SLK 280	Silver
18	106	Larry Leikin	2001 BMW M5	blue
19	108	Timothy Tritsch	2013 Acura TSX Sportwagon	Grey
20	110	John Sheehan	2014 Camaro	Black
21	202	Jennifer Gervasio	2005 Mercedes-Benz SLK 350	Silver
22	109	Mike Kazigian	87 Buick Grand National	Black

i - Total Entries: 1				Car Color
1	105	Loan Nguyen	1999 Porsche Boxster	Blue

m - Total Entries: 1				Car Color
1	213	Patrick Walker	Porsche 944/LSX	Black

Top Times Of Day	Class
Raw time	s5
Stock	s5
Improved	i
Modified	m



Flat out anyone?

76.795	67.288	64.287	61.166	60.893	60.893	0.693
66.567	63.248	48.530+dnf	62.661		62.661	1.768
74.551	65.473+dnf	62.723	63.114	63.441	62.723	0.062
75.452+dnf	65.663	60.985+dnf	63.686	63.085	63.085	0.362
56.322+dnf	74.748	85.654+dnf	73.362	64.958	64.958	1.873
76.592	69.696	66.544+dnf			69.696	4.738
74.953+dnf	38.163+dnf	63.354+dnf	70.885+dnf	dnf	dnf	69.696
Times					Total	Diff.
62.984+dnf	67.754	65.25	63.674	61.181	61.181	-
Times					Total	Diff.
57.012	54.775	64.347+2	53.239		53.239	-

#	Driver
201	Scott Borden
201	Scott Borden
105	Loan Nguyen
213	Patrick Walker



2016 AFTER HOLIDAY PARTY



DATE: Saturday, January 16, 2016
COST: \$50 per person
TIME: 6:00 p.m. to 11:00 p.m.

LOCATION: Yellowfin Steak & Fish House
2840 Solomons Island Road
Edgewater, Maryland 21037
410.573.1333

REGISTRATION IS ON LINE ONLY – WWW.CLUBREGISTRATION.NET and will open on 01 December and close on 20 December, unless the maximum number of participants is met prior to that date. **Please note that this event is usually a sell out within 48 hours of opening registration.** The Party will be capped at 100 members, so register early as the event has sold out year after year!

AGENDA: 6:00 – 7:00 Cocktails (cash bar), Champagne and Hors d'oeuvres
7:00 Filet Mignon and Crab Cake seated dinner
7:45 Awards presentations followed by the Yankee Swap

Contact: For questions contact **Chair: Donna Brandt**, delbrandt@verizon.net or **Registrar: Lynda Sobus**, Treasurer@pcachs.org

Note your calendars for an encore performance of the premier event of the season, the After Holiday Party and Yankee Swap. Chesapeake Region has established a reputation for the finest and fiercest Yankee Swap in PCA, one that has been copied by other regions, but never quite duplicated. The social hour and dinner are spectacular enough, even in a group that defines itself as a "social club, with a serious car problem". but the Yankee Swap makes the event.

A "Gift Exchange" is merely a mild description of the feeding frenzy that takes hold at this triple steal event. Chesapeake Region, despite being below the Mason Dixon Line, puts the "Yankee" into Yankee Swap.... The good stuff is coveted, hoarded and only grudgingly given up under duress. The original emcee team of Alban and Gutjahr, more popularly known as The Bob and Manny Show, will once again host this sell-out event.

Each person who wants to play just needs to bring a wrapped "car-related" gift, valued at \$25 to \$30. (Of course, if you prefer, you may attend the event and not participate in the Swap, but be prepared to feel left out once the fun begins!) Be sure to bring a gift that you'd be happy to take home, because you never know what will happen! All gifts are placed together and names are drawn one at a time... each person has the choice of choosing a new gift, or stealing one that has been opened before. Don't worry, the rules will be explained prior to the start of the Swap and Manny and Bob will make sure you laugh so much your cheeks hurt!

Name and Car Badge

Chesapeake Region Members

Name Badge



Payment instructions are located in the paragraph next to the Name Badge photo.

Metal Car Badge



Payment instructions are located in the paragraph next to the Grille Badge photo.

Now you can obtain the new Chesapeake Region Name Badge.

Go to www.pcachs.org and scroll to the bottom of the main page and locate the “**NAME**” button. Click the button and complete the order form page. The Name Badge cost is \$25, inclusive of handling and shipping.

This is your opportunity to purchase a heavy “gold-plated” Chesapeake Region metal car badge.

Each metal car badge comes complete with stainless steel slotted retaining plate, screws, washers and nuts to mount it through your car grille or separate mounting plate.

You can order right now! The cost per metal car badge is **\$30 or two for \$50**, inclusive of handling and shipping.

Here’s how you order your metal car badge: Go to www.pcachs.org and at the bottom of the main page click on the button that reads “**CAR**”. Complete the order form and make your payment by check or PayPal.

Chesapeake Challenge 46

Rally Summary

1799 and the Pig on a Pole

What do Keeney, Miller, Valley, and Eagle have in common with Houcks, Hutchins, and Hunter? All are the names of old mill roads in Harford and Baltimore County that formed a substantial portion of the 60 mile route for the CC46 rally. This time the weather co-operated; essential as the route meandered along creeks and streams, crossing at many points on single lane bridges.

Like all rallies, staying on course and following instructions is essential. The CC46 rally was no exception, made more challenging by the fact that the route instructions were a mix of photos, written instructions, and default left turn at the T instructions. A unique after the turn rear view mirror instruction if missed sent cars off course into the Prettyboy watershed. Slight variations were built into the route sending even number cars in one direction and odd number in another, all to add confusion, prevent follow-the-leader, and resulting in seeing friendly faces coming in the opposite direction.

Following a straightforward 10.0 mile odometer check leg was a short 6.4 mile time-speed-distance (TSD) segment. The stigma associated with simple TSD rallies is unfounded, and despite the gnashing of teeth (and gears), overall, CC46-ers did well. Drivers also encountered their first “trap” on the TSD leg, where a turn at the Fire Hose Shed rather

after it, caused them to miss the intermediate timing point and collect maximum penalty points.

The TSD times were self-recorded, with times recorded at 3 points along the route. The standard times for the TSD segment were determined by calculation and the average of multiple runs. Penalty scores were low for many cars, but none lower than the Zach’s, who without the aid of cruise control, were penalized only 0.67 points for being within 8 seconds of the standard time for both TSD segments. You see it can be done!



The balance of the rally was freestyle. Teams negotiated the route adding up the total of the 3-axle vehicle weight limits from all of the bridge weight restriction signs.

There were typically 2 per bridge; one when turning onto the road with the restricted bridge (easily missed) and one at the bridge. No one got the right answer; 196 tons of odd number cars and 177 tons for even.

Millers Mill Rd. leads to Oakland Rd, where Redd Foxx Farm could be found on the left hand side of the road. Porky is perched on top of a pole, 20 feet of the left hand side of the road. A few miles further along the route, the answer to the math riddle was found on Ruhl Rd South. The Jo-hansson restored stone house was built

enary Report



circa 1799 and identified by a large sign. The road passed right by sign, the

therefore introduced a mileage error (short) and missed 54 tons of total weight on their weight cal-

front porch of the house, and the hop farm barn. The weakest bridge along the route was also found along Ruhl Rd South with a 9 ton limit and answered correctly 25% of the time. Only a one team provided all 4 correct answers, unfortunately their mileages and times were way off.



The last trap occurred on Hunter Mill Rd, where the next to last turn on the route was to take place 1.7 miles past a pedestrian cross walk signs. There were 2 almost identical signs 1/10th of a mile apart; the second was correct. Using the first sign drivers more than likely turned onto McComas Rd and

culations.

The difference between 1st and 2nd place came down to answering the number of NCR trail crossings correctly (6) since mileage and time errors offset.

The 3rd place car answered more questions correctly, but had the largest mileage error of the top 4 finishers. The top 6 positions were separated by only 5 points.

For those who did not participate in the CC46 rally, the route instructions are available on request in pdf format (www.tour@pcachs.org). Everyone seemed to enjoy the drive and the rally event.

Pos #	Driver	Navigator	Vehicle
1	TW Scott	Jeannet Scott	RUF 930
2	Manny Alban	Roxanne Alban	911 C2
3	Jeff Wise	Jennifer Wise	911C4S
4	Katherine Hepfeldt	John Goodwin	Boxster S
5	Fraser Dachille	Jaclyn Heck	911 C2
6	Marcus Frank	Heather Janeson	Cayman S
7	Donna Brandt	Warren Schultz	993 C4S
8	Steve Wood	Joan Wood	Carerra Turbo
9	Chip Reichhart	Justin Handy	356B
10	Justin Howard	Dennis Howard	RS America

Chesapeake Challenge 46

Rally Summary

<i>Driver</i>	<i>Navigator</i>	<i>Vehicle</i>
1st Place: TW Scott	Jeannet Scott	RUF 930
2nd Place: Manny Alban	Roxanne Alban	911 C2
3rd Place: Jeff Wise	Jennifer Wise	911 C4S
4th Place: Katherine Hepfeldt	John Goodwin	Boxster S
5th Place: Dachille Fraser	Jaclyn Heck	911 C2
6th Place: Marcus Frank	Heather Janeson	Cayman S
7th Place: Donna Brandt	Warren Schultz	911 C4S
8th Place: Steve Wood	Joan Wood	911 Turbo
9th Place: Chip Reichhart	Justin Handy	356B
10th Place: Justin Howard	Dennis Howard	911 RS America

enary Report



PCA Adopts The 944 Cup Race Series

A New Era For The

With PCA racing absorbing the 944 Cup, a new light has shined on the front-engine Porsche, which “lived” – its first life – from 1976 to 1995. The first 924 hit U.S. shores in 1976, as Porsche went after younger buyers, who often seemed to be the college-aged children of 911 owners! As the manufacturer tinkered, iterations included each of the



following: 924 (and Turbo), 944 (and S, Turbo, Turbo S), 944 S2, and 968.

A few were specifically built for racing – 31 factory-built 1986 944s were constructed for the Rothmans Challenge Series in Canada, driven by the likes of Goodyear, Tracy, and Fellows.

Although you may see one of those remarkable models in 944 Cup today, you don't need one to go racing. 944 Cup founder Dave Derecola's goal remains, 14 years after he founded the series: Take the various 944 models, put them in Cup and Su-

Production 944 !

Recently, Super Cup has grown, with grids at the 2015 championship equaling those in Cup. To keep costs down for Super Cup/SP3, explains Derecola, “we kept in place the basic concept that you get to run a stock engine.” With ebay and other sources for finding cars and parts, this class has proven to be quite attainable, as well, although drivers must be savvy about the cross-pollination of parts across later Porsches.

No matter the steed chosen, many 944-related suppliers race in, crew for a driver, or support the series, so technical support is readily available. In this series, the competition is tight, but the camaraderie never wanes. And there’s always room for one more driver!

<https://www.pca.org/news/2015-11-03/944-cup-series-integrate-and-expand-pca-club-racing-2016>
and <http://44cup.com/>



New Member Party

Hosted by Porsche

November 14th's New Member Party was another great success!! We had approximately 45 people attend, half of whom were NEW Members. Additionally, we signed up 3 NEW PCA members (who are also new Chesapeake members)!!

We sold nine new Name Badges, a few Grill badges and a brand new copy of Randy Leffingwell's "Porsche TURBO" book.

Casey Parkin of Porsche of Silver Spring was very surprised and happy with the turnout. They offered us some 2016 Porsche Calendars to raffle off.

We also raffled off 2 Gift Certificates (@\$150/each) as well as some Porsche Jackets which were donated by Porsche of Silver Spring earlier this year.

PCA HQ gave us some wonderful teacups with spoons to raffle off and, in order to diminish some left over inventory, we gave away a few Porsche posters.

The swag bags were a hit! Each bag contained a PCA Coffee tumbler (which we get at a discount), a PCA sticker, a Chesapeake Region PCA window cling, Chesapeake PCA Lapel Pin and a Chesapeake PCA hat. I would like to personally thank all the chairs/representatives who attended today's New Member Welcoming Party.

It was amazing to hear each of you speak about what we have to offer as a Club.

Work Hard! Play Hard! Party Chesapeake Style!!!

Here's to the next New Member Party -

Minta and Aaron Miller



of Silver Spring



Steve, Laurie and Donna



New Member Party

Hosted by Porsche



Panamera E-Hybrid

City of Silver Spring



New Member Party

Hosted by Porsche



of Silver Spring



New Member Party

Hosted by Porsche



of Silver Spring



Tech Session - CPO Vehicle

Certified Pre-Owned Vehicle

Tech Session Tackles Porsche's CPO Program

Porsche created its Certified Pre-Owned (CPO) Program to give its customers an option between buying a new vehicle and purchasing a used one. This third option was the subject of the Nov. 7 tech session organized by the PCA-CHS tech committee and hosted by

Porsche of Towson. About two dozen club members attended the event.

After a breakfast of coffee and doughnuts, the session was opened by Jim Earlbeck, committee co-chairman. The resource speakers were sales manager Steve Postol and gold master technician Curt Ledbetter. Steve started the session by providing an overview of the CPO program.

The typical CPO Porsche costs a few thousand dollars more than an equivalent pre-owned model that



le (CPO) Porsche of Towson



is not certified. But what a CPO buyer gets is likely worth much more than that price premium. That became clear as Steve explained the meticulous process of selecting, inspecting and reconditioning a candidate vehicle before it can be certified as Porsche-approved. After the vehicle earns that distinction, it gets something that should provide the buyer a justifiable sense of security.

Every CPO Porsche is backed by a warranty and roadside assistance package that is good for a mini-

imum of two years or 50,000 miles, whichever comes first. If the vehicle is still under its original four-year or 50,000-mile warranty, that factory coverage is extended for an additional two years or 50,000 miles, again whichever comes first. So, cumulatively, a CPO Porsche could carry warranty protection for a total of six years or 100,000 miles from its original in-service date. And that factory warranty is identical to what comes with every new Porsche (except for its dura-

Tech Session - CPO Vehicle

Certified Pre-Owned Vehicle



le (CPO) Porsche of Towson



tion); the same is true of the roadside assistance coverage. The premium charged for every CPO vehicle pays for both the reconditioning and the CPO warranty, for which the dealer pays Porsche a fee.

Such protection should allay the fears of potential customers who may be wary of buying a used Porsche they know little or nothing about. They could derive further reassurance from the fact that CPO vehicles are cherry-picked by savvy sales managers, and then given a thorough inspection and careful reconditioning by Porsche-trained technicians.

Steve said the candidate vehicles are usually customer loaners, lease returns, trade-ins or walk-in purchases. Rarely do they come from wholesale auctions. They cannot be more than 8 years old and should not have more than 100,000 miles (though 65,000 may be the practical limit, to make the CPO warranty worthwhile). Moreover, they should not require extensive and expensive repairs or refurbishment. Cosmetically and mechanically, they should be in good shape; as such, with only minor work or a simple replacement of parts, it should be fairly easy to upgrade their condition to "very good."

Photo by Aniano Arzo

A good service history—backed with service records, invoices and receipts – would be a definite advantage. That history should show regular maintenance in compliance with Porsche's recommendations. Regular use, within reason, is often preferred over unusually low mileage over a period of years. Desirable vehicles are those that

Tech Session - CPO Vehicle

Certified Pre-Owned Vehicle



have been lovingly used, cared for and maintained. The number of previous owners is immaterial, Steve said.

After the appropriate vehicles have been carefully selected by the sales department, they go through a 111-point inspection in the service department, according to Curt. Depending on how well they fare, the vehicles pass or fail. Those that pass are reconditioned with genuine Porsche parts. Maintenance items are made up to date, in accordance with Porsche's recommended schedule. Compliance with re-

calls is checked; anything not done is done. Tires and brake components should have a substantial portion of their service life left; otherwise, they are replaced with new ones. Anything that needs to be done in another 2,500 miles or less, or within the next two to three months, is done. Scratches, dings and dents are taken care of. All exterior and interior surfaces are cleaned and made presentable.

This certification process is monitored and audited by Porsche North America, to en-

The (CPO) Porsche of Towson

sure that its integrity, value and reputation are protected, Steve said.

Aniano

All in all, Steve and Curt did an excellent job explaining Porsche's Certified Pre-Owned Program for late-model vehicles. And the attendees helped by asking a number of very good questions. This tech session was a perfect complement to the one held in March, on the pre-purchase inspection of classic Porsches. Ralph's Auto Service was the host of that equally well-attended event.



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Selling due to lack of time to enjoy car.

Contact: Jeff McClure, Baltimore, MD at 443-801-4559, www.mcclure@cms24-7.com

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agnzlmn@lycos.com



Chesapeake Region

PCA Plates

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

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

Please complete the MVA Application form and mail the form along with your checks to the address below. Make your \$25 check payable to MVA. Please enclose a separate \$10 check payable to

Chesapeake Region-PCA to cover a one-fund raising fee.

PCA License Plate Coordinators

P.O. Box 8144

Elkridge, Maryland 21075-8144

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

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

Annual Porsche Patter Advertising Rates

Full-page advertisement \$600
Half-page advertisement \$450
Quarter-page or business card size advertisement \$200

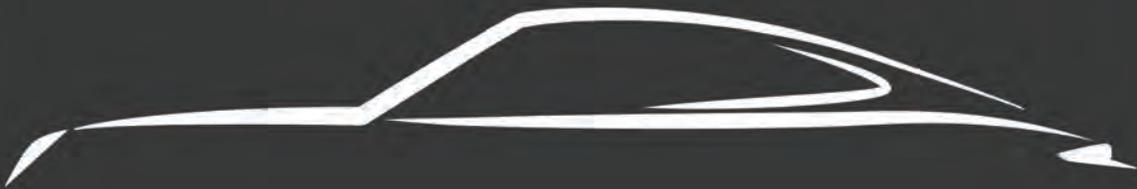
Purchase also includes an advertisement on the Chesapeake Region web site. Please contact



CHESAPEAKE REGION

PORSCHE CLUB OF AMERICA

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