



Chesapeake Region Patter



Volume 55, Issue 635
March 2016

Aaron and Minta Miller
Parade 2015
French Lick, Indiana

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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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in this issue 



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: Parade



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Chesapeake Region from our president

President's Message

Hello All,
Timing is every-
thing, although the
winter has been
fairly mild. It seems
our planned events and the weather is
on different schedules. Sadly we chose
to cancel our February 13th Family slot
car night with all the snow still on the
ground and the extremely low tem-
peratures forecast. We felt it best to
put our efforts into our **March 19th**
event. We purchased a new track last
year; this will be our first event using
the new setup. The old track served us
for 10 years but over the last several
years it was having issues. The new
track guarantees to be a vast improve-
ment. Attendance over the last few
years has declined also. In years past
the family slot car night was well at-
tended; it would bring out the whole
family. Along with the Chesapeake
Chili Cook-off, and all the other tasty
dishes that were brought. The slot cars
were fun to watch also, most were
“Chesapeake stock”. What’s the old
saying? “It’s not cheating until you get
caught”. Please put this on your calen-

dar as a must do, we even have several
loaner slot cars. Bring out the family
and a food dish to share. RSVP’s are
suggested that way we know what we
need for condiments.

A big thank you goes out to **Bob and
Kathy Costello**, our social chairs, the
February 20th social was held at **Sin
Fronteras Café in Annapolis.**

Weather wise it was one of the nicest
Saturdays we have had. There were
about **45 club members** that enjoyed
great food and good conversation with
a great group of people. As the weather
turns warmer we will increase our ac-
tivities. **Saturday March 12th** we
have a new member party scheduled.
If you have joined the club within the
last 12 months, we have a special wel-
come for you. Our Host for the spring
new membership party is **Porsche of
Towson. Minta and Aaron Miller**
our membership chairs have prepared a
spectacular party for you. All are wel-
come to join us for the day. We will ex-
plain to all what the club has to offer
you throughout the year. Please **RSVP
to Aaron or Minta** so we can get a
head count of the attendees. Then on



Chesapeake Region from our president



March 19th please join us for the infamous Family slot car night.

Back on **March 15th** we will hold our next social. **Bob and Kathy** enjoy moving the socials to different locations in our region. This one will be held at **Birroteca, 1520 Clipper Road, Baltimore, MD, 21211**. Now that the details are finalized, Minta will send out an e-Blast so stay tuned for more details. **Bob and Kathy** are also asking for suggestions. They are planning a social for the Eastern shore in the month of April. The location must have ample parking, and the management must supply us with separate checks. If you know of a good place please let **Bob Costello** know at www.social@pcachs.org. What would April be without a Tech session (boring), well your wait is over? We will do a makeup for the last tech that we had to cancel (dam snow). Our tech masters **Rob Mairs and Jim Earlbeck** are taking us back to the dyno at ASM Performance. John Behe has been doing dyno tuning for quite some time. You can find out the details of this event on page 12 in this Patter.

On **Wednesday March 23rd** we will have a give back party for the members who have volunteered throughout the year. This will be our 4th year of the Volunteer Appreciation Party (VAP). If in the last 12 months you have volunteered on one of our events or chaired

one of the many committees please be sure to sign up on Club Registration (www.clubregistration.net). It will be held at **Carson's Creekside Restaurant, 1110 Beech Drive, Middle River, MD 21220**.

What a great Segway as we are always looking for volunteers to help with the many activities and committees that we have throughout the year. We all know how precious time management is, our region is run by all volunteers. All of the Committee Chairs and their spouses are doing this because they want our region to be the best. If you have the time to help please let us know. The next time you attend an event realize what was involved in planning and setting up everything and be sure to thank the volunteers.

Peace,

Claude



Chesapeake Region

from the treasurer

Chesapeake Region, Porsche Club of America, Inc.

Income and Expense Statement January 1st through December 31, 2015

INCOME	
Events	25,155
PCA Regional Rebates/Subsidy	17,940
Non-Events	15,700
TOTAL INCOME	<u>58,795</u>
EXPENSE	
Events	42,151
Operating Expenses	3,888
Non-Event	16,159
TOTAL EXPENSE	<u>62,198</u>
NET INCOME (Loss)	<u><u>(3,403)</u></u>

Balance Sheet As of December 31, 2015

ASSETS	
Current Assets	
Checking	59,440
Fixed Assets	-
TOTAL ASSETS	<u>\$59,440</u>
LIABILITIES & EQUITY	
Liabilities	
Equity	59,440
TOTAL LIABILITIES & EQUITY	<u>\$59,440</u>



Membership & Anniversaries

February 2016

Aaron & Minta Miller

Primary Members: 797 Affiliate Members: 473
Total Members: 1270

Membership

New Members:

Chris Barreras	Lithicum, MD	1999 Boxster, Blue
Richard Bauer	Kingsville, MD	2004 911 Turbo, Basalt Black
John Bowman	Lancaster, PA	2007 911 Carrera S, Artic Silver
Matthew Duffy	Towson, MD	2007 911 Turbo, Cobalt Blue
LaMar Green	Annapolis, MD	2003 911 Carrera 4S, Gray
George Grisham	Crownsville, MD	2009 911 Carrera 4S, Meteor Grey
Greg Hartke	Sykesville, MD	2014 Cayman S, Racing Yellow
Craig Johnson	Parkville, MD	1999 Boxster, Gray
James Judeikis	Baltimore, MD	2007 911 Carrera S, Silver
William Odle	Baltimore, MD	1987 911 Carrera, Red
Maggie Tepe	Columbia, MD	1965 356

Transfer In:

None

Transfer Out:

None

Anniversaries

20th Year Anniversary:

Walter Connors and W. Ross and Joanne Hall

15th Year Anniversary:

Martin and Beth Pena

10th Year Anniversary:

Art and Jenny Cuevas

5th Year Anniversary:

Stephen and Pam Cook, Marianne Fishler, Adam Mihulka and Thomas Stifler

1st Year Anniversary:

Donna Benedict, Kerry Chadderton, Frederick B. Denker, Bob Frierson, Chris Greenawalt, Jacqueline Hupfl, W. Jeffrey Lees, Johathan Lewis, Marc Kahan, Joshua Rafter, JR Sidhu, Andy Spicer, Alan Wagner and Christopher Whalen



Chesapeake Region

the team

President	<i>Claude Taylor</i>	president@pcachs.org
Executive Vice President	<i>Chuck Marshall</i>	executive@pcachs.org
Vice President	<i>Michael Murphy</i>	vicepresident@pcachs.org
Treasurer	<i>Lynda Sobus</i>	treasurer@pcachs.org
Secretary	<i>Mark Hubley</i>	secretary@pcachs.org
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Tech Session	<i>Rob Mairs</i>	tech@pcachs.org
Tour / Rally Master	<i>Randy Moss</i>	tour@pcachs.org
Tour / Rally Master	<i>Aniano Arao</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	<i>Rebecca Earlbek</i>	communityservice@pcachs.org
Community Service	<i>Hanna Golom</i>	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 DellaVecchia</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

Upcoming Events

Super Slot Car Evening



DATE: Saturday, Mar 19, 2016

TIME: 3:00pm to 7:00pm

LOCATION:
Parkville Y Center
8910 Waltham Woods Road
Parkville, MD 21234
tmoneyrunner@gmail.com



Time to get out and drive slot cars at two electrifying events!

To all Racers, Mini-Racers, Would-Be Racers, E-Racers and anyone looking for a Great Family Event! Check out the PCACHS **TWO SUPER SLOT CAR NIGHTS - SATURDAY, FEBRUARY 13th, 3:00 PM - 7:00 PM AND AGAIN ON SATURDAY, MARCH 19th, 3:00 PM - 7:00 PM!**

Super Slot Car Night 2016 promises to be bigger and better than ever. One of our Region's winter family traditions has undergone a major upgrade in 2016. A fixture on our winter calendar for the young and young-at-heart alike for 27 years, this family event is scheduled to take place on Saturday afternoon from 3 PM - 6 PM, February 13th and Saturday, March 19th at the **Parkville Family Y Center at 8910 Waltham Woods Rd, Parkville, MD 21234.**

You might be wondering why two nights in 2016? Largely because we've seemed to be losing some PCAers in previous years to national PCA events and because we have a **BRAND NEW SLOT CAR TRACK** for the first time in over a dozen years. The new track promises to be faster and smoother than ever. We'll even have two new challenging layouts. In February the track will be setup to resemble the Shanghai International Circuit and March's layout will mimic the Indy Grand Prix. Both are exciting four lane layouts that you won't want to miss. There will also be a great kid's practice track setup to keep everyone entertained and warmed up for the big races.

Volunteers are needed for the most fun packed family event during the winter season. We need help in setting up the track, tables, chairs, breakdown and cleaning up after our event. We've had a great group of volunteers in years past. Please let me know if you're available at 1:30pm on Saturday, February 13th or Saturday, March 19th. You can reach our Slot Car Chair, Terrell Williams at tmoneyrunner@gmail.com For those helping with the track setup, we may have the room reserved for Saturday, January 30th from 3-6pm to work out the gremlins.

Registration is now open at www.ClubRegistration.net. The cost is \$10 per family for those who bring a pot of Chili; \$20 per family if you bring a side dish or dessert! Hot dogs, soda, water, paper goods, condiments, etc. are provided for all.

The trophies are all set and ready for the class winners to claim. And best of all, **YOU DON'T NEED A SLOT CAR TO PARTICIPATE!** We have a few extra cars for racing. However, if you want to purchase your own 1/32 analog slot car, you can do so at Amazon, eBay, or: www.hotslots132.com and www.powerslotcars.com.

PCA Chesapeake Region-2016 Events Calendar

February	13	Super Slot Car Night	3:00pm to 7:00pm	Parkville Family Y of MD, 8910 Waltham Woods Road, Parkville, MD 21234
	20	Social	1:00pm to 2:00pm	Sin Fronteras Café, 2129 Forest Dr. Annapolis, MD 21401, 410-424-2022 www.sinfronterascafe.com
March	5&6	Tech Tactics East	9:00am to 4:00pm	Porsche of Bucks County, Easton Road, Warrington, PA (First Day)
	9	Board Meeting	6:30pm to 8:30pm	Park View Ellicott City, 8700 Ridge Road, Ellicott City, MD 201436
	12	New Member Party	9:00am to 11:00am	New Member Party, Porsche of Towson, 700 Kenilworth Drive, Towson, MD 21204
	15	Social - Dinner	6:30pm to 8:30pm	Birroteca, 1520 Clipper Road, Baltimore, MD, 21211, 443-708-1934
	18-20	Zone 2 DE	All Day Event	Virginia International Raceway (VIR), 1245 Pine Tree Road, Alton, VA 24520
	19	Super Slot Car Night	3:00pm to 7:00pm	Parkville Family Y of MD, 8910 Waltham Woods Road, Parkville, MD 21234
	23	Volunteer Appreciation Dinner	6:30pm to 9:30pm	Carson's Creekside Restaurant, 1110 Beech Drive, Middle River, MD 21220
	26	Tech Session	9:00am to Noon	ASM Performance, 7410 Coca Cola Drive, No. 110, Hanover, MD 21076
April	2	Hunt Valley – Cars and Coffee	6:30am to Noon	4 th Anniversary Hunt Valley Cars & Coffee, Exit 21 off I -83 to Hunt Valley Shop'n Ctr.
	9	Autocross Class & Practice	8:00am to 2:00pm	TBD
	13	Board Meeting	6:30pm to 8:30pm	Park View Ellicott City, 8700 Ridge Road, Ellicott City, MD 201436
	16	Hershey Swap Meet - Tour No. 2	7:00am to 5:00pm	Hershey Park, PA, with Group Breakfast at Shrewsbury Restaurant and Coffee Shop
	17	Social	12:00pm Brunch	TBD – Eastern Shore of Maryland
	23	Autocross No. 1	8:00am to 12:00pm	BWI Parking Lot on Mathison Way, (http://pcachs.org/activities-events/autocross/schedule/)
	24	Concours – Training Class	9:00am to 1:00pm	TBD

Upcoming Event - Tech Session (Resch

Performance Dyn

Date: March 26, 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



amometer 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!



Community Service - Season of Giving

Kinder Time Toy Drive, Giving Back Linda's Legacy



2025 Freeland Road Freeland, MD 21053
FirstFruitsFarm.org 410-343-2507

Chesapeake Region, Porsche Club of America, Inc.
P.O. Box 767
Havre De Grace, Maryland 21078-0767

February 14, 2016

Dear Friends,

Thank you so much for your generous donation to First Fruits Farm, Inc. in the amount of two thousand five hundred dollars (\$2,500.00). We are very grateful for your strong support for this ministry.

Winter finally found us at the farm, but even in the midst of the bitter cold and snow-covered fields, we are planning for the 2016 growing season, which will get underway in just a matter of weeks. Our final total from 2015 was over 2 million pounds of food harvested and distributed to the hungry in this region. Praise God!!

We offer our prayers of thanksgiving for you and others who are a part of this blessing by serving in the fields or supporting the farm financially. Thank you again, and may God bless you.

Sincerely,

Carol Bernstein
First Fruits Farm, Inc.

First Fruits Farm, Inc. is a 501(c)(3) non-profit corporation. This letter serves as your receipt for tax purposes. As you may be aware, the IRS no longer will accept a canceled check as substantiation of a charitable contribution of \$250 or more. This letter further serves to verify that you did not receive anything of value in exchange for your contribution. Therefore, the entire amount of your donation is tax-deductible.

**\$13,000 in Money
and PCA Checks
Region Donated**

Your PCA
Region
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**Porsche of Towson for
Kinder Time Toy Drive
ple donated over \$3,000
O'Neal, of WMAR TV
felt talk about his annual
Toy Drive.**

In addition to the toys
\$7,500 (\$5,000 from r
\$2,500 from PCA CHS
Back, Linda's Legacy
www.homelessdrive.org

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Porsche Club of America
Chesapeake Region
912 Bentley Road
Freeland, Maryland
21053

410-491-3254
vicepresident@pcachs.org
www.pcachs.org

January 31, 2016

First Fruits Farm, Inc
2025 Freeland Road
Freeland, Maryland
21053

Dear Carol and Richard

On behalf of the Porsche Club of America, Chesapeake Region Executive Committee and Membership, we are honored to provide First Fruits Farm, Inc. of Maryland a monetary donation of \$2,500.

We believe these funds will benefit your charity to provide the needed nourishment to the less privileged within the surrounding communities of Maryland.

Further, we think you'll be pleased to know our members often ask when we can schedule another harvesting event with First Fruits Farms.

So, to your future harvests we sincerely believe you will achieve your charitable goals in 2016.

Michael Murphy, Vice President
Porsche Club of America, Chesapeake Region

cc: Executive Committee:
Claude Taylor, President
Michael Murphy, Vice President
Chuck Marshall, Executive Vice President
Lynda Sobus, Treasurer
Mark Hubley, Secretary
Gary Martinez, Past President

Stories, Tips and Advice

PCA Porsche

Porsche Parade is PCA's largest annual event and it encompasses all of the best elements of a good PCA event; beautiful cars, great people, good food and wonderful scenery. The first Parade was organized by the fledgling Porsche Club of America's future Potomac region in the DC area in 1955 and celebrated the 60th Anniversary of the PCA and Parade at last year's Parade in French Lick, IN. Quite a few long-time Chesapeake members decided to attend their first Parade last year as well as some veterans and they took the time to give us their impressions. For anyone who has not attended a Parade in the past, the totality of the event is almost beyond description. Basic adjectives

don't give enough credit to the incredible experiences and herculean efforts of PCA volunteers to produce an enjoyable week of cars and camaraderie. For those Parade veterans, every year provides new experiences as well as familiar faces.

So what did first-time attendees think? Jim and Kathy Althoff felt the dinners and social events were a lot more fun than they expected. It's a common experience, a lunch or dinner takes on a new slant when you're surrounded by Porsche enthusiasts from every corner of the USA and Canada. Steve and Joan Wood threw themselves into the action by dressing up and competing in 2



Patsy and Rick MacInnes

the Parade

costume contests. They killed at the 60s and 80s costume contests. Their first impression of the 60th Parade was a “beautiful resort, well organized and a lot of activities to take advantage of. Parade offers so many activities, it’s easy to get overwhelmed. It’s also very easy for the first time attendee to sign up for too many events because it’s natural to want to fill the calendar space.” Donna Brandt had a similar experience, “The Parade was pretty much what we envisioned but we did find out we definitely signed up for too many events.” Sometimes peer pressure works too. Terrell and Lori Williams made their decision based on the recommendation of their fellow Chesapeake members, “We had so much positive feedback about the Parade from fellow Chesapeake Porsche club members.”

Long time Parade attendee and Gimmick Rally chair Ellen Beck had this to say as a word of advice for deciding on events, “Sign up for events, take a chance, and try out something new – there is always someone to help. I did at my first Parade in ’94 and I have tremendous friendships and memories now! Not to mention I have seen a whole lot of unique and fascinating parts of the US that I never would have visited otherwise!” Her husband Bob Gutjahr has another piece of advice about registration, “Register early- meaning on time. Talk to veterans prior to attending. Do not try to do everything. Pick your spots. Enjoy without being caught up in sheer fast pace of Parades.”

The opportunity to travel to areas off the beaten path has motivated more than a few to attend Parade and French Lick was no different. We were skeptical about the choice of French Lick and said this about going to a small town in southern Indiana. Honestly,



Joan and Steve Wood

Stories, Tips and Advice

PCA Porsche

if it wasn't for Parade I wouldn't have ever come here. But after seeing French Lick, it's a beautiful little town and well worth the trip. I'm glad I came here with 1,000 of my friends though! Long time Chesapeake member Donna Brandt echoed, "I first joined PCA around 1969-1970, but had never attended a Parade. I decided it was time to attend one and the Indiana location and beautiful resort was within reasonable driving distance and looked like a great place for the Parade." This year, Donna took 2nd in her class at the concours and not only received an

award, but had it signed by Dr. Porsche himself! Talk about amazing experiences of a lifetime!!

First Timers Tom and Lisa Divilio said, "We really did not know what to expect other than a lot of Porsches and Porsche People. We were definitely surprised by how big it was and how many activities were crammed into the week. We literally went from early morning to late at night without a break."

Bob and Roxane Zach had this to say about their expectations of attending their first Parade, "Exhibits, seminars,



From left to right:
**Lori Williams, Kara Martinez, Gary Martinez,
Minta Miller and Terrell Williams**

che Parade



Minta Miller's Trophy

 PRECISION PERFORMANCE
SINCE 2008
TECH QUIZ - 2nd Place

Stories, Tips and Advice

PCA Porso



Manny Alban and Cheryl Taylor with “Bib”



che Parade

tours etc. Typical convention. Way more to do than we thought. Lots more events to participate in. Autocross, Indianapolis Speedway, Concours, Parade. Not your typical convention.” Clearly Parade exceeded what they expected

Reality surpassing expectations is a common occurrence for those who experience Parade for the first time. So are the reasons why you should consider attending. Chesapeake Region Past President David Dukehart advises when considering attending a Parade, “If you want to witness the heritage of Porsche and see the Club at its best, you have to go!” It’s a common theme among veteran attendees, PCA Executive Director Vu Ngyuen describes Parade as the “Ultimate Porsche vacation”. PCA’s Digital Media Coordinator Damon Lowney says, “Any Porsche owner who is the least bit enthused with his or her vehicle of choice should attend Parade at some point. They’re sure to make new friends who share common interests and have a great time driving and learning about their Porsches. Additionally, due to Porsche’s support of Parade, attendees get to see the latest and greatest products from the automaker in person. At French Lick, for example, Porsche brought a Cayman GT4 to one of the banquets and surprised us all with the North American debut of the car.”

Parade creates some incredible memories and those experiences are what keep people coming back year after year. PCA’s motto “It’s not just the cars, it’s the people!” perfectly summarizes why repeat attendance is the norm among Parade-goers. Ellen Beck recounted her favorite memory and it’s easy to see why, “Driving to and from the Sacramento Parade with Judy Hendrickson in her ’05 “jellybean” blue 911 – we took 3 weeks and had so many good times. The Parade was great itself, but the fun and fellowship of friends from all over the country is amazing, and so many “Porsche” opportunities to experience!” And

Damon Lowney had an image burned into his memory, “My favorite memory at a Parade was in Monterey, 2014, when I visited the underground parking garage at the Hyatt at 2 AM the morning of the concours and saw four people making final preparations to their Porsches.” I couldn’t decide on my favorite memory, but a few stuck with me. Arriving for registration at our first Parade in Salt Lake City, I got chills seeing the Parade sign outside of the hotel. Taking our first tech quiz after staying up the night before drinking like a sorority girl was something I’ll never forget. But if I had to settle on one it would be seeing our friends Darwin and Jayla from Intermountain region win the trip to the Porsche factory and museum at the Victory banquet at the Traverse City Parade.

Volunteers make up the backbone of Parade and it would be impossible to have a Parade without them. Donna Brandt gives a perfect reason why you should volunteer for an event, “We loved volunteering and enjoyed meeting new people.” Aaron and I have volunteered at registration at our last two Parades with the same couple from Dallas, TX. We’re doing it again this year and we’re really looking forward to seeing them and catching up

Still on the fence about attending a Parade? Rick and Patsy McInnes summed up their advice in two words, “JUST GO!”

Visit these two websites for more information:

<https://www.pca.org/news/2015-12-01/new-housing-and-event-registration-process-2016-porsche-parade>

or

<http://2016parade.pca.org/>

Have more questions? Ask some of our members who have attended at the next Chesapeake Re-

Vu Nguyen and Family



che Parade



Jim and Kathy Althoff

gion event or email Aaron and me @ membership@pcachs.org and we will try to answer as

best we can or at least try and point you in the right direction.



Prices

Base Spyder - \$83,095

Vehicle Layout

RWD, 2/2-passenger, Convertible

Engine

6-Cyl, 3.8L, 375-hp, 310-lb-ft, DOHC 24-valve flat-6

Transmission

6 Speed Manual

Dimensions

Wheelbase: 97.4 inches

Length: 173.8 inches

Width: 70.9 inches

Curb Weight: 2900 lbs.

0-60 MPH

4.0 Seconds, Motor Trend Est.

EPA CITY/HWY/COMB FUEL ECON

18/24/20 mpg (est)

The last-generation Porsche Boxster Spyder had a two-piece “bikini” top that took what seemed like 30 minutes to erect. It was needlessly complex as well as ridiculous. This one, the brand-new 2016 model, has a one-piece top that only eats about a minute of your life. It is still unnecessarily complex (good luck with those hidden release buttons), but compared to the last Boxster Spyder, this top is child’s play. Plus, removing all the power mechanisms and adding an aluminum cover saves a whole bunch of weight. But see, if you live in California like

Boxster Spyder

me, who cares? The only upside to our historic state-wide drought is there's never any rain. Leave the top dropped!

Things we care about when it comes to the latest Spyder from Porsche start and end with the six horizontally opposed pistons seated just behind your butt. The 3.8-liter boxer engine is lifted right out of the 911 Carrera S and then flipped 180 degrees. The big numbers: 375 horsepower and 310 lb-ft of torque. Why is the power down 25 ponies and the twisting force reduced by 15 lb-ft? Because it's harder to get air into the center of a car than it is to get it to the rear. Different intake plumbing robs power and doesn't allow for the optional power pack kit that boosts the Carrera S up to 430 hp. However, the Spyder makes 45 more hp and 30 extra lb-ft of torque compared to the 3.4-liter boxer-six in the GTS. Porsche's claiming a 0-60 time of 4.3 seconds, but I feel that's oddly conservative. My guess is 4 seconds flat, or less, especially because the Carrera S can do the deed in 3.7 seconds, and the Spyder's about 300 pounds lighter. Although as the Spyder is manual only and the 911 I'm talking about had PDK (Porsche's lightening quick dual-clutch transmission, Porsche Doppelkupplungsgetriebe if you're not into that whole brevity thing), the former might not dip under the 4-second barrier. We're just going to have to test it to find out.

Porsche claims the removal of soundproofing and insulation — along with some fairly extensive aluminum, magnesium, and plastic polymer construction — means the Spyder weighs just 2,900 pounds, which is less than the base Boxster. However, a little Porsche birdie told me that's not actually the case — just wishful marketing. Again, when we weigh one, you'll know. For now, know that the base 2.7-liter

manual Boxster is 3,040 pounds when sitting on our scales. I guess Porsche's 2,899-pound claim was made with no gas in the tank. Speaking of gas and tanks, the Spyder has a smaller tank than the GTS, 13.3 gallons compared to 16.9. I noticed the range on the Spyder seemed a little short for a Boxster. The smaller tank is standard to save weight, but the larger tank is a no-cost option. If you're really worried about weight, I advise you to get the larger tank and only fill it three-quarters of the way most of the time. Have a peek at the EPA numbers: 18 city, 24 highway for the Spyder. Trust me, the bigger tank is worth the weight penalty.

The new Spyder is quite the Frankenstein's monster of Zuffenhausen. Aside from its engine, the Carrera S also contributes its steel brakes — just like it does for the GT4 — and of course carbon-ceramic discs with Porsche's telltale yellow calipers are a pricey option. The Boxster/Cayman GTS also contributes parts to the Spyder, specifically the car's suspension. Remember that the Cayman GT4 uses the front suspension from the GT3 and the rear setup from the GTS. The Boxster Spyder, however — and this gets a little confusing — uses the optional X73 sport suspension (basically a 20mm drop in ride height) from the GTS, though the rear spring rates have been lessened to cope with the extra power. The Spyder also uses the same gear ratios as the GTS. Like the GT4, the Spyder is manual transmission only. Oh, and one more stud in the Porsche stable contributes an ingredient to the Spyder stew. In the U.S., should you opt for the carbon-fiber bucket seats, they're straight out of the 918 Spyder. Cool, huh?

And so? Now that the Boxster has 911 power (and a power-to-weight ratio better than the 911's) what's it like to drive? Intoxicating. And

2016 Porsche



beastly! Ferocious and concussive, too. I've never before had my head bang off a Boxster's seat while shifting gears, but here we are. The Spyder is also as balanced, poised, and neutral as this generation Boxster ever has been. The brakes (they're also off the Carrera S) are magnificent, as potent as any sport car's. Perfect pedal feel, for real. Forget about them carbon-ceramics. Put the \$9,000 into high-performance track instruction. Especially because when you're in Sport or Sport Plus modes, the traction and stability control are loosened up to where a liberal right foot results in instant, tail-out oversteer. I should say, easily correctible oversteer. Moreover, the nanny systems will eventually catch you. But the

allowed degree of slippage is such that you can actually beat the computers to the punch by correcting with countersteer. Those sorts of shenanigans are the most smile-inducing.

There's a whole array of happy face-making good points on the new Spyder. The sounds this thing makes, for one. I've driven the 911 Carrera S Cabriolet, and while the two share the same motor, they sure make radically different soundtracks. The Boxster Spyder does a pretty good Jaguar F-Type R impersonation. Not quite as devilish as the big cat, but you get buckets of badda badda bap! overrun every single time you come off the throttle. Porsche's exhaust guys did a more than com-

Boxster Spyder



mendable job. Speaking of soundtrack, the stereo is also surprisingly good. The next time you find yourself driving between Pisa and Florence, Italy in a roadster, may the Beastie Boys' "Check Your Head" sound as crisp and as sweet. The stereo, like the air-conditioning, is an option. And seeing as how both are no-cost options, I can't imagine the masochist who would opt out of either. The final big smile-maker is really just a combination of everything that makes the Spyder so good; I highly recommend aiming this car toward long tunnels. What a thrill, what a screaming, high-velocity thrill. An addendum if I may — the steering wheel, which features no buttons of any sort and is wrapped in Alcantara — is the best on any

Porsche.

How does the new Spyder stack up to the old Spyder? Long story short, the new one's a much different animal. Long story long, the previous 987 Boxster Spyder is one of those cars we still whisper about. In terms of handling it was just about as ideal as production cars come, in the same vein as the old Mazda RX8 R3. Nearly anonymous, and too pure for its own good. But of course the gripe (besides the top) was that the old car was underpowered. And of course the conspiracy theorists surmised that Porsche purposely neutered the Boxster (and Cayman) to protect the 911. The new Spyder and Cayman GT4 blow that theory to hell. But I am compelled to

2016 Porsche



point out that the new Boxster just isn't as sweet to drive as the previous generation, regardless of the specification. The same is true for the Cayman. They're more muscular now, thicker, less flexible. In NFL terms, the 981 version is more a strong safety than a free one. There's no doubt in my mind that the new Spyder will butcher the old one on any track you can name. Speaking of which, Porsche says the new Spyder ran around the Nürburgring's Nordschleife circuit in 7 minutes, 47 seconds. That time is bonkers quick for a car with less than 400 — let alone less than 500 — horsepower. But are Boxsters about lap times? Have they ever been?

That last part leads us to my only substantive critique

of the Spyder, as well as the GTS before it. Second gear is too damn tall. At 6,500 rpm, I saw an observed 76 mph, and the snarling, barking, firecracker-hucking 3.8-liter flat-six happily revs out past 7,000 rpm. The whole point of a manual transmission is the joy you get from shifting it. Porsche has once again made a Boxster that you don't need to shift while tackling your favorite canyon road. It's just weird. Are they making manual cars for people compelled to purchase standard transmissions out of some sort of faux machismo but who in reality don't want to deal with actually rowing their own? I'd say the answer is more than maybe.

Boxster Spyder



Much less substantially, I don't think the Spyder is much of a looker. The double bubble tonneau looks hefty and odd, while the slab sides make it look more like a paperweight than, say, the 718 RS60 Spyder that Porsche's making a tenuous ancestral association to. Hey, they're the ones that parked one smack in front of our hotel, not me. Going with that theme, all the press materials rather shamelessly mention the original 550 Spyder (the car James Dean died in) and how the 2016 model is a direct descendent. But it's not. Look, they removed the inside door handles and replaced them with fabric straps to ostensibly save weight, yet they left both vanity mirrors on the sun visors. How hardcore is the Boxster Spyder supposed

to be? After all, it's 2015. Historically we'll look back at this year as the one right before autonomous cars took over. Does anyone actually want an extreme sports car? Honestly? Porsche's stating no, not really. Still, those quibbles aside, the new Spyder is a glorious, shrieking, joy buzzer of a beast of a roadster. My advice is to stock up on sunscreen. You're going to need it.

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In addition to your payment, send an email message to the **editor@pcachs.org** and indicate: **a.) Color, b.) Style (male or female), and c.) Size from the Sizing Chart on page 32.**

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WIND-RESISTANT	<input checked="" type="checkbox"/>
EMBRIC WATERPROOF RATING	1000MM
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REGULAR/TALL* NECK	14½-15	15-15½	15½-16	16-16½	16½-17	17-17½	17½-18	18-18½	18½-19	19-19½	19½-20¼
REGULAR/TALL* LONG SLEEVE ARM LENGTH	30½	32	34	35	36½	37½	38½	39½	40½	41½	41½
WAIST	26-28	29-31	32-34	35-37	38-40	41-43	44-47	48-51	52-54	55-57	58-60
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WAIST	24-26	27-28	29-30	31-33	34-36	37-39	40-43	44-47	48-51	52-55
HIP	34-36	37-38	39-40	41-43	44-46	47-49	50-53	54-57	58-61	62-65
INSEAM	30½	31	31½	32	32½	33	33	33		

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Chesapeake Region

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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.

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Elkridge, Maryland 21075-8144

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