

# PORSCHE



# *PATTER*

The Monthly Newsletter of the  
Chesapeake Region, PCA



January 2013

Number 597

PORSCHE

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# PORSCHE PATTER

## Chesapeake Region, Porsche Club of America

Chesapeake Region, PCA, serves club members and hosts activities in the Baltimore metropolitan area and other parts of Maryland, including the Annapolis area and much of Maryland's Eastern Shore. The general objectives of the region, as stated in its bylaws, are as follows:

- 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 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 marque by sharing and exchanging technical and mechanical information.
- Establish and maintain mutually beneficial relationships with Porsche AG, Porsche Cars North America (PCNA), Porsche dealers, and other independent service sources to the end that the marque shall prosper and continue to enjoy its unique leadership and position in sports car annals.
- Promote the interchange of ideas and suggestions with other Porsche regions and clubs throughout North America and the world, and in such cooperation as may be desirable.
- Establish such mutually cooperative relationships with other car clubs as may be desirable.
- Establish a community service initiative with the goal of engaging region 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 to the [Porsche Patter Editor](#) 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: *Tech session at Arena Motors, by Bob Merritt.*

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# President's Message

by David Dukehart



Happy New Year! Just like every new edition to the Porsche line-up, each year seems to gain a little more speed and takes us into the turns a little faster. It is hard to believe that another year is over already! A new year typically brings opportunities to reflect on the past and make resolutions for the future. When I reflect back on 2012 I see positive changes, higher attendance at our events, more volunteers making our socials, rallies, autocrosses, and concours great events, and stronger partnerships with the area Porsche dealers. Not only have we continued the traditions of helping our community through the Kindertime Toy Drive and donating to the Ronald McDonald House, our Community Service Chairs, Kara and

Gary Martinez, raised over \$4,000 through the generosity of our members to fill over 160 backpacks for the homeless, in addition to cooking breakfast and picking vegetables for those less fortunate. It is amazing what we can do as a club when we work together!

So how do we improve on such a good year? It is only possible through your new year's resolution of support. We ask that you support your local Porsche dealers. As partners, they have made financial commitments that help subsidize our events and lower costs to our members. We ask that you volunteer at an event; attend one or more events and meet some of the best people to gather around Porsches; or come to one of our board meetings and find out what is going on behind the scenes.

As we look forward to 2013, I want to thank all those who have given of their time and talents to make this a great club. This year we will kick off our inaugural Volunteer Appreciation Dinner on February 27 to thank all who have helped out in 2012. Moving forward, we will have a transparent consideration policy for those who chair and volunteer at our events. Our goal is to acknowledge and reward those who get involved. Also, the board and committee chairs have voted to give new members their first autocross for free as a welcome gift to the club.

Planning is essential to the success of any endeavor, and plan we must as we search for committee chairs, volunteers, and board members for the 2014–2015 term. Your current board has one more year until the next elections. Many positions will be open for new vision and energy. If you have interest in becoming more formally involved, contact me at [president@pcachs.org](mailto:president@pcachs.org) to discuss. Our current committee chairs have an awesome year planned for you! Here are a few examples:

The After-Holiday Party sponsored by Porsche of Towson will be held on January 12. We have over 100 members signed up to witness the crazy antics of our National President, Manny Alban, and Bob Gutjahr as they officiate the gift exchange. Those who have registered will also be able to meet the national PCA staff as they return again this year. Donna Brandt and Cheryl Taylor have teamed up to make this an event to remember. This will be Cheryl's last year as co-chair. Doug Ehmann, Co-Chair for Tech, has planned a trip to Behe Performance on January 19 for all of you who want to learn how to get the most out of your Porsche whether you track your car or not! Terrell Williams and his team are preparing for an afternoon and evening of family fun at our annual Super Slot Car Night and chili cook-off to be held at the Parkville Y Family Center on February 9. Keep an eye on the [website](#) for more details about our events. The entire year's events are listed on the calendar at the bottom of the page to help you plan out your year. And if you still want more, go to the [Zone 2 link](#) to learn about events held by other regions. Just ask Rick or Patsy MacInnes how much fun they had on the tours offered through the Potomac Region. Safe travels in the New Year!

David Dukehart

President – PCA Chesapeake Region

### Acquiring a New “Used” Porsche and Performance Tuning

#### Acquisition

Many of you have had similar experiences when acquiring previously owned Porsches. Some come with full histories and maintenance records while others require a bit more investigation to determine the car's maintenance history, the “catch-up” service required, possible problems, and the presence of any good or bad options installed. I recently purchased a 2002 996 Turbo for a decent price with the intention of completing work required to bring it up to proper condition and maintenance standards. This car already included performance upgrades that were obvious but with no real documentation on what improvement, if any, they had over the performance of the stock car. The work had been performed by an owner twice removed from the owner I purchased the car from, who also had no information.

The car was equipped with a set of stainless steel headers and stainless 200-cell cats and exhaust, very likely an AWE or similar 996TT system, with a claimed weight saving of 21 lbs and increase of 28-30 peak horsepower at the crank. With the headers, that would probably be 50 horses over the stock 415 horsepower advertised for that year. In addition to the bolt-on goodies, it was supposed to have been flashed with a performance tune that put it at 480 total horsepower. The headers probably cost \$2,000 or more depending on brand, the exhaust could have run upward of \$2,800 depending on brand, and then there was the cost of the computer flash.

When I got the car it was extremely loud in the cabin. However the big problem I experienced was a drone at highway speeds, about 2000-2500 RPM. The drone actually required earplugs to comfortably travel any distance. It is interesting to note that the car did not feel or accelerate like a 480 horsepower car or in fact even like a stock 415 horsepower car.

Before my purchase I had a PPI done at Porsche of Towson and a Maryland State Inspection as well. They were very accommodating and reasonably priced. As luck would have it this guy who I had never met came up to the car and started asking questions and said he knew the car and its history. The guy turned out to be Steve Postol, the sales manager at Porsche of Towson. He pulled a CARFAX and a build sheet, and he filled in the blanks about the ownership and what he had remembered about the car. He had actually driven it a couple of times he said. He graciously provided all of this information at no charge. Between Steve and the service manager, Brian Rogers, I was able to at least get reliable information on which to base decisions about making changes to the car.

For my wife to ride in the car, I investigated how to quiet the cabin noise through adding sound insulation and/or insulating around the muffler system. This brought me to several turns in the road in the search for the perfect solution. For some of us this is considered fun and satisfying. My search lead me to several area mechanics, Porsche dealers, race specialists, and tuners as well as internet sites selling parts and tuning expertise. These individuals had a wealth of knowledge, each an expert in his own fields of knowledge with overlapping areas of expertise but also vastly different directions based on their specific niches. I needed to have a clear picture of “my” mission for the car and what I wanted it to do. Without those specific expectations and goals in mind easily thousands can be spent unnecessarily going in different and maybe conflicting directions. My mission was to get the car running properly and efficiently first, then with as much horsepower and torque as would be practical for street use, occasional autocrosses, and maybe a few track days.

**Continued on page 19**

### Spotlight on Mark Jeschke

1. Where did you grow up?

Mostly in Southern Maryland, but I was born in Morocco and lived outside the country for the first years of life. Navy brat.

2. Tell us about your favorite things to do.

I love to play golf, read, listen to jazz, cook, travel, and drive Porsches.



3. What is your current profession or key activity?

I work for Lockheed Martin on an Army Corps of Engineers contract. Not engineering but support for anything outside our regular contract work.

4. What is something most of us don't know about you?

I'm really 6'4", I only appear to be 5'8".

5. What are things that make you laugh and serve to give you inspiration?

I love the old screwball comedies, especially ones with lots of word play, such as Bringing up Baby and The Philadelphia Story. Inspiring stories to me are the ones from real life where someone overcomes great odds. I read a book by Joe Simpson called Touching the Void, about his ordeal climbing a peak in South America. His partner betrayed him, as Joe fell in a crevasse, holding him on a line for hours. He couldn't tell if Joe was alive or dead and eventually, believing Joe was dead, he cut the rope, dropping his friend into the crevasse. The story of how Joe made it out and back to his grief stricken friend is a fantastic story of what people can do through their will to take one more step.

6. What are some of your favorite things to do when you are not at a PCA event?

I play golf with a very old friend nearly every week of the year; I meet some old elementary school friends once a month or so for dinner; and I like to be around the family. I'm Italian with an Irish Catholic wife, so we have an extended family I enjoy being around. And I like to have my quiet time to read and listen to jazz.

7. What and who inspired your interest in motor sports?

When I was in junior high I read Jackie Stewart's book "Faster!" about his second world championship year, 1971. I became an instant and life-long Formula 1 fan. I tried to get my Dad to give me some money for a class-winning Formula Ford when I was in high school; that didn't work out, but I've followed sports car and open wheel racing ever since.

**Continued on the next page . . .**

## Member Spotlight, continued from previous page

8. When did you join PCA and why did you become a member of Chesapeake Region?

I joined right after I bought the car in January 2009. I wanted to be around and learn from other owners. I bought a 1971 914 in 1978, and that car bled me white. I loved that car but it was a wreck. If I had known about the PCA in those days I'm sure the experience would have been a lot less painful!

9. How did you come to acquire your present Porsche?

My lovely wife convinced me that we couldn't keep the 914, it just cost too much for a young couple to repair. She also knew that I really wanted another Porsche, especially since I talked about it for over twenty years. She got a great bonus at work one year and presented it to me to buy a Porsche. I resisted since it was her hard work that earned the bonus, but in the end she convinced me and we both have enjoyed the car and the club.

10. What are your primary club interests?

I love the tech sessions and of course the social side. Driving to a nice restaurant and talking with other members is great. I also love to do the concours events, but I never do too well. Still, it's a great chance to get the car really clean at least once a year.

## Trivia Question

Porsche has new Cayman and Cayman S models for 2013. What are the engine displacements, peak horsepowers, and 0-60 times for the two cars?



*Photo from porsche.com.*

**Answers on page 18**

# Membership

by Shermoan and Tina Daiyaan

## PCA Chesapeake Membership Report for November 2012

Primary members 713      Affiliate members 497      Total members 1,210

### New Members:

Robert Anderson	Ellicott City	2011 Carrera 4S
Raimee Eck & Carlos Williams	Baltimore	1993 928 GTS
David Fratangelo	West Friendship	2007 Cayman
John Monarek	Rising Sun	1986 911
Robert & Katherine Gabler	Crownsville	2005 Boxster
Bon Sison	Dayton	2007 Carrera
Paula & Barry Ward	Ellicott City	2011 Cayenne

### November Anniversaries:

<u>1 Year</u>	<u>5 Years</u>	<u>15 Years</u>
Alberto Alejandro	Leslie Ancona	Jose Cammarano
Alison Cameron	Vincent Ancona	
Randall Carr	John Gouvatsos	
Fraser Dacmille		<u>20 Years</u>
Pat Degroodt		
Teresa Diaz	<u>10 Years</u>	Nel Hall
Dean Hall		Lawrence Pencak
Greg Martin	Joseph Lertch	
Sandy Payne	Mitch Mitchell	
Chris Peterson	Franca Spurrier	<u>25 Years</u>
Renee Peterson	Julia Sitzmann	
Mana Rose		Ed Taylor
Taylor Rose		
Mike Smith		
Paul Whitin		
Johnathan Williams		
John Wood		

## Tech Session at Arena Motor Group

We had another fun tech session – this one at Arena Motor Group on December 9. About fifty people attended. Arena Motors specializes in pre-owned vehicles such as Porsche, Lamborghini, Mercedes Benz, and others. They had quite a few nice Porsches for us to see – one of which may be going home with a person who attended and will be joining the club! Arena has a very nice facility. ‘RJ’ was our host, and he did a nice job of taking care of us and providing some tasty chicken, salad, and sodas.

Alloy Wheel Repair Specialists also participated in the event. They are a leading provider of mobile wheel repair for wholesale and retail businesses. They do all of the wheel repair work for area Porsche dealers. Corey and Dale are top technicians from AWRS. They brought their Mobile Reconditioning Facility, which was an impressive and well-equipped workshop in a trailer. They did a demo for us, repairing and refinishing a stone chip in one of wheels on David Dukehart’s 911 Turbo. The wheel looked brand new when done. The AWRS guys also answered questions about wheel repair and wheel care.

TPC Racing attended, too. Mike Levitas, TPC owner and engineer, was there with his 911 GT3 race car and a Cayman that was modified with a turbo (now making 425 HP). Mike’s dog, a very ‘friendly’ Bouvier, joined us as well. TPC is a premier maintenance, service, tuning, and modification center dedicated to Porsche sports cars. Mike led a nice discussion on performance modifications for Porsches, emphasizing those that yield the best performance value.

We have three sessions planned for 2013, and we will work on planning more. Announcements will be released as the dates approach. We’ll hope to see you at a tech session in 2013!

- January 19th at BEHE Performance
- March 9th at the Collector Car Corral, with the Dent Wizard and an interior repair specialist.
- A day in April - at Radcliffe Motors with The Shine Shop



*At right: David's wheel, before and after.*

*Photos by Lynda Sobus.*





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# Upcoming Events

**Monthly club meetings are generally held on the fourth Wednesday of each month. For the latest news concerning upcoming Chesapeake Region events, please refer to the events calendar on the Region's web site. Here are some highlights . . .**

## **After Holiday Party, Saturday, January 12**

The After-Holiday Party sponsored by Porsche of Towson will be held on January 12. The festivities begin at 6:30 PM at the Valley Mansion in Hunt Valley. We have over 100 members signed up to witness the crazy antics of our National President, Manny Alban, and Bob Gutjahr as they officiate the gift exchange. Those who have registered will also be able to meet the national PCA staff as they return again this year. Registration for this event has closed.

## **Tech Session at Behe Performance, Saturday, January 19**

The PCA-Chesapeake Tech Committee is pleased to announce an upcoming Tech Session! We hope you will be able to join us at [BEHE Performance](#), 10850 Hanna Street, Suite L, Beltsville, on Saturday, January 19, from 9:30 AM to 11:30 AM. BEHE Performance offers true custom performance tuning. They develop their own ECU tunes, one model at a time. "We believe 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 our client brings to us integrate with factory and other aftermarket parts? We look for the answer in measurable, repeatable performance improvements as shown on our dyno, at the track and on the street."



Their team has autocross and race experience from California's Laguna Seca, to Canada's Mosport, to Sebring, Florida, to the drag strips of Maryland. They know, and can help prepare you and your car for, drag and bracket racing, SCCA club racing, marque club racing including the excellent Porsche Club of America series, and professional racing series such as the Koni Challenge. Registration is available online through [clubregistration.net](#). Contact Doug Ehmann at [DougEhmann@comcast.net](mailto:DougEhmann@comcast.net) if you have any questions.

## **First Annual Volunteer Appreciation Dinner, Wednesday, February 27**

As a huge thank you to the all of our members that chaired or volunteered on a committee during 2012, please join us for the first annual volunteer appreciation dinner. The event will be held at Padonia Station, 63 East Padonia Road, Timonium. It's not just the cars, but the people, and because of the many hours our members dedicated this past year, our club has appreciated a wonderful year full of a variety of events. A hot buffet dinner will be enjoyed by all who attend from 6:15 - 9:15 (dinner available the first 2 hours) and the first drink is on the club. Cash bar available thereafter. For any volunteers that wish to bring a guest, the cost of your guest is just \$30. Registration is available online only at [www.clubregistration.net](http://www.clubregistration.net). For questions, please contact Cheryl at [vicepresident@pcachs.org](mailto:vicepresident@pcachs.org).

# Super Slot Car Night

**SUPER SLOT CAR NIGHT RETURNS! FEBRUARY 9th 3:00 PM – 7:00 PM**

Please join us at the Parkville Family Y located at 8910 Waltham Woods Road, Parkville, MD 21234.

**REGISTRATION IS NOW OPEN AT [www.clubregistration.net](http://www.clubregistration.net).**

One of our region's grand family traditions continues in 2013. Super Slot Car Night, a fixture on our winter calendar for young and old alike for 25 years, is scheduled to take place on the afternoon and evening of Saturday, February 9th, at the Parkville Family Y Center. A great venue for bench racers, slot car racers, and kids who are about ready to drive their parents crazy, the evening is a family's night out in the middle of the winter. Our track is 1:32nd scale, so be prepared for a lot of action with your miniature Porsches. For those who have enjoyed this event in the past, dust off your slot cars and bring your kids. For those who have never been, buy you and your kids a 1:32nd scale slot car and be prepared for a night of racing and fun as well as participation in our chili cook off! There will be lots of chili, hot dogs, and other food.

Cost is just \$10 per family if you bring a crock pot of chili, and \$20 per family if you bring a side dish, dessert, or salad. Be sure to bring utensils as well. Registration is online at [clubregistration.net](http://clubregistration.net). Net proceeds from the event will go to benefit the Y of Central Maryland.

**MORE VOLUNTEERS ARE WELCOME!!!** For questions or if you wish to volunteer at the event, please contact event chair, Terrell Williams, at [tmoneyrunner@gmail.com](mailto:tmoneyrunner@gmail.com).



*Photo by Gloria Merriken.*

# The Mart

## 1972 911T

Consider yourself driving a Porsche from a great era. The looks, handling, performance from the new engine increase to 2.4 L for 1972 took the early 911's to a new level. This 1972 Guards Red 911T was engine upgraded to "E" spec. w/911S trim and black RECARO Sport seats w/ich hold firmly. Many upgrades such as H-4's ,Turbo tie rods and Turbo valve covers and Carrera chain tensioners compliment the strong engine. The 915 gearbox has a short shift; Targa top re-skinned. Having had class wins in coucours it has been always garaged and no winters. Two AGM batteries always charged with battery tender. A vintage 911 wood steering wheel is optional. The original wheel is leather skinned. The rear has an SS muffler fence (same as the Steve McQueen 911). There are other options and more photos avail on request. Price \$59,500. Serious offers considered.



Contact Allen Gunzelman, Past President, at [agnzlmn@lycos.com](mailto:agnzlmn@lycos.com).



## 1986 911 Carrera PCA E-Stock

Full Cage, new belts & window net. Bilsteins w/ race valved inserts (f-161/160/r-180/170). Race torsion bars (f-23mm/r-30mm). TRG sway bars (f-23mm/r-25mm). Delrin suspension bushings, adj spring plates. Bump steer kit, GT LSD. 1-5/8" headers w/ rs sport muffler. 24' enclosed Vintage trailer also available (finished interior, cabinets, tire racks, etc). \$24,000.

Contact Eric Allen at [ericdallen@msn.com](mailto:ericdallen@msn.com).

## 1999 Porsche FS Mountain Bike

The "ultimate" road bike, trail bike, mountain bike, or the perfect showpiece addition to your Porsche collection. This bike is new, not almost new, not nearly new, but new! The color is Seal Gray with red "Porsche" and "Bike FS" script on the frame. I have additional pictures for serious buyers. \$3,000.00 or best offer.

Contact Joe at [joelertch@gmail.com](mailto:joelertch@gmail.com).



**Continued on the next page . . .**

## The Mart, continued

### 2006 911 Carrera S

Seal Grey Metallic/Stone Grey full leather. 6 speed. 8,578 miles. Immaculate, garage kept, never smoked in, all service records. Options include 19" Carrera Classic wheels, Navigation, Bose High End sound w/CD changer, power/heated seats, clear bra, TPMS, stainless steel door sill insignia, park assist, self-dimming mirrors, wheel caps with colored crests, Stone Grey floor mats, and Certificate of Authenticity (and more). \$60,000.

Contact Tom Kemp at [thomaskemp@verizon.net](mailto:thomaskemp@verizon.net).



### 1995 Porsche 911 Cabriolet (993)

Black body, black top, biscuit leather. 45,000 miles, state inspected. VIN: WPOCA2996SS343121. Extras: Big Red brakes, xenon headlights, upgraded wheels (\$3,000 each), new tires, new clutch master cylinder (clutch is fine). Issues: small dent in front bumper, otherwise no scratches. \$37,500.

Contact Stanford Lamberg at 410-916-4126 or [stan@PCArchiver.com](mailto:stan@PCArchiver.com).

### 911 Accessories

911 accessories: Targa Carbrella sunshade, mufflers to fit 4-bolt header from 2002 Turbo, and 19" two-piece SSR custom wheels (fit Turbo, C4, and maybe others).

Contact Chuck Marshall at 410-375-4775.



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Advertisements in The Mart are free for members of any PCA region. A \$10 fee is charged for advertisements submitted by non-members. Contact the Patter editor ([porschepatter@pcachs.org](mailto:porschepatter@pcachs.org)) for details or to submit an ad.

# PCA License 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: [pcachs.org/membership/license\\_plates.html](http://pcachs.org/membership/license_plates.html). 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.

## Answers to the Trivia Questions

	<u>Cayman</u>	<u>Cayman S</u>
Engine displacement	2.7 liters	3.4 litres
Peak horsepower	275	325
0-60 time	5.4 s	4.7 s

## Getting in Tune, continued from page 8

NOTE: Before electronics and computers, those of us who were wrench turners or backyard mechanics used headers, free flow exhaust systems, dual-point ignition systems, high-rise manifolds, radical camshafts, and to boost power. These bolt-on accessories can still be used effectively and can still increase horsepower and performance, but only if intelligently used with the car's computer and electronic sensors. If this is not done properly you might actually be working against the sophisticated OEM system that the manufacturer has spent millions of dollars in R&D to develop. These add on items may actually be inferior to the OEM components and produce less horsepower, torque, and performance if not properly integrated. There are products that can cost thousands and produce no better and sometimes worse results than what the manufacturer installed.

After figuring out that sound insulation was not really a viable solution for making the car livable, I was advised to take the existing exhaust off and put the OEM system back on. I would lose no performance because the stock system would handle 600+ horsepower. I was advised that the 996 Turbo could be modified to produce much more horsepower with the addition of 997 turbos, different headers and exhaust, and computer tuning.

I decided that for my mission I didn't need that much horsepower and decided to replace the muffler and complete the required 30,000 mile service. Since I didn't know what had been actually done to maintain the car, I decided to baseline everything with filters, fluids, oil, transmission and front axle oil, brake fluid, and plugs. Ralph's Auto Service took care of this easily and at a surprisingly reasonable cost for the work done. Changing the exhaust predictably caused the check engine lights to come on and the exhaust sound still wasn't exactly right, so it was time for someone to look at the computer. Behe Performance was recommended for this. I had attended a tech session at Behe Performance before he moved to Beltsville. At the time I had a 1988 Carrera that I had already put a chip in but I did listen intently, even though I really didn't ever plan to ever need him.

### Tuning

I scheduled an appointment and took it in on a Friday with the expectation of a slam dunk quick fix and to drive away that day. Well, that didn't happen. The folks at Behe Performance did a drivability test to determine if anything was wrong prior to any work starting. Unfortunately, there were obvious (to them) problems. I was shown that the turbo seals and clamps to and from the intercoolers needed to be replaced due to air leaks; the exhaust header gasket was leaking on the right side and upon later examination, the "expensive" right bank header was cracked at a weld joint and had to be repaired. Once this was done and after a thorough discussion for them to understand what I wanted to accomplish and for me to understand their methods, the car was connected to the dyno. This system measures and charts rear wheel axle horsepower and torque as well as fuel mixture, boost or manifold pressure, barometric pressure, inlet temperature and speed based on the car running in 4th gear, which represents as closely as possible a 1 to 1 ratio.

Before discussing the results, I want to clarify a couple of assumptions without going into the physics and definitions of horsepower and torque. Others are far more qualified to do this. To put things into perspective, most manufacturers advertise horsepower and torque at the crankshaft. The advertised horsepower and torque on a stock 2002 996 turbo are 415 horsepower and 415 foot pounds of torque. To compare what is measured on the dyno we have to convert the axle horsepower and torque to crankshaft horsepower and torque as closely as possible. The only true way of measuring crankshaft parameters is to remove the motor from the car and hook it up to the dyno, which is impractical to do. The reduction of horsepower and torque is typically somewhere between 18-22% from crank to wheels, depending on the

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drivetrain. I found a website that estimates this relationship ([mk5cortinaestate.co.uk/calculator4.php](http://mk5cortinaestate.co.uk/calculator4.php)), and I used this website to calculate crankshaft parameters from the dyno data (see \* below). I used the rear wheel estimates for my calculations since Behe disconnects the front wheels when they do their measurements.

### Results

The baseline when the car was tested after the air and exhaust leaks were fixed was charted and graphed from 2970 RPM to 6400 RPM. The barometric pressure that day was 29.84 inches and the inlet temperature was 103.7°F. The graph showed several dips and inconsistencies in the RPM range and the car was running too lean. The maximum torque at 3700 RPM was 414 ft-lbs at the wheel or 482 ft-lbs at the crank\* and maximum horsepower was 399 at the wheels or 465 at the crank\*. (Remember the car was already modified over stock). Using these calculations, a similar stock car would produce about 355 horsepower and torque on the dyno at the wheel with a maximum boost pressure of about 0.7 bar (1 bar = 14 pounds of boost).

Adjustments were made to enrich the fuel mixture to the proper level, set up the boost, and change the engine speed at which the torque curve peaked (the peak torque RPM was dropped 200 RPM and was broadened to cover the operating RPM range at highway speeds). After these adjustments, maximum torque was 492 ft-lbs at the wheel or roughly 572 ft-lbs at the crankshaft and horsepower increased to 428 at the wheel or 500 at the crankshaft. This was a full 38% increase in torque over stock and 21% increase in stock horsepower. The increases over the prior off-the-shelf flash were 19% in torque and 8% in horsepower. The important thing to come away with is that the prior tune's torque came in at a higher RPM and was peaky. The new torque was not only significantly increased but the torque was spread out over the power curve where this car will be operated most of the time. In addition, the car was tuned to take into consideration that we are now using fuel that on average has 10% ethanol in it and produces less power. You get about 5% less in gas mileage when you tune to achieve the same performance you would get without the addition of ethanol.

### Summary

What did I learn from this experience? It reinforced that Porsche has put years of research and tons of money into the development of their cars and components to achieve maximum performance and reliability. Any change to the OEM parts should be carefully considered with a trusted service provider able to demonstrate the expected gains and if a new part will significantly improve performance before spending your money. Most car manufacturers shoot for the middle of their customer base, how they drive and maintain their cars, and probably to avoid liability from those owners who may not always operate or maintain their vehicles as stated in the manual. Properly done, most cars (especially our Porsches) are designed for and can produce much more than stock numbers and can be modified to accomplish a variety of roles depending on the goal.

John Behe has a wealth of knowledge on this subject. He will give you as much information and explanation as you can handle in a straightforward but technical manner, but bring a notepad to get it all.

Would I do it again? Hindsight is always 20/20 but knowing what I know now I would tune the car even though it's full potential will not be realized on these roads. I actually had no choice if I wanted the car to run properly short of flashing the car back to stock, which would have been less expensive. Since it had a tune already I would have been going backwards and probably would not have been happy with the performance. If the car was already stock and was running properly, I may have postponed the tune until everything else was done. Seeing how the car runs now, I think I would strongly consider taking it to have it analyzed and tweaked to run at its optimum capacity because it is just plain fun to go fast. The choice is yours!

Had I written a list to Santa Claus this year, it would have included a number of car-related items: a new radio head unit with Bluetooth for my Boxster, a Lexan rear window for my 924S, and a two-post lift for my garage would have topped the list. I found none of these items under my tree on Christmas morning, and I guess that's the way it is when you don't write to Santa. However, I imagine that some of them will eventually appear. When you own two Porsches, pretty much every day of the year is something to be happy about.



2013 will be my fourth year serving as Patter Editor. The past three years have been very rewarding, as I have gotten to become friends with many club members and learn a little more about my cars and myself. It should be clear from the newsletter, the web site, and the e-mail blasts that the club is planning plenty of activities for the upcoming year. That means plenty of activities for members to enjoy, and plenty of opportunities for members to help out. If you see an opportunity to contribute your time to the club, please contact me or one of the other board members or committee chairs. My own personal list of events to attend includes the After Holiday Party, the Crab Feast, all the autocrosses, and board meetings. I'll add in various other events as I can: maybe a new member party, a tech session, a social, etc. When you have a job, a teenage son, and a farm to take care of, it's impossible to do everything. But that doesn't keep me from trying!



The autocross program is looking for a volunteer to help with the 2013 season. We need someone who can transport our trailer to and from our autocross events. It is a single-axle trailer in which we store our gear. It weighs less than 3000 lbs. and will require a two-inch ball on the tow vehicle. The club will reimburse you for your fuel expenses.

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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
 <h1>January 2013</h1>						
		1	2	3	4	5
6	7	8	9	10	11	12 AFTER HOLIDAY PARTY
13	14	15	16	17	18	19 TECH SESSION
20	21	22	23 BOARD MEETING	24	25	26
27	28	29	30	31		

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
 <h1>February 2013</h1>						
					1	2
3	4	5	6	7	8	9 SUPER SLOT CAR NIGHT
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27 VOLUNTEER APPRECIATION DINNER	28		