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PATTER

The Monthly Newsletter of the
Chesapeake Region, PCA



February 2013

Number 598

PORSCHE

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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: *The annual After-Holiday Party was once again held at the Valley Mansion. Read the story beginning on page 8. Photo by Lynda Sobus.*

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President's Message

by David Dukehart



If our club is defined by its events, then we are one great club! The After-Holiday Party became one of the hottest tickets to buy this year as we had a sell-out even after raising the number of participants from 80 to 100. And what an event it was! We had a return appearance of your National Board, Manny Alban – President, Caren Cooper – Vice President, Tom Gorsuch – Treasurer, Sean Reardon – Secretary, and Pete Stout – Panorama Editor. It was an honor to have them attend! And if the guest list wasn't big enough, we decided to make room for the Ravens, too! At the last minute, Cheryl ordered up a big screen TV for each side of the stage. No problem, we thought, until the Ravens decided to have the game of their

history and play in the 4th longest football game ever! But the show must go on and we started the festivities in overtime. I never have received such rousing cheers for a talk as I did that night when the Ravens actually won. Maybe it wasn't intended for me, but a guy can dream! Turn the page for the full story of the night's festivities. Thanks to [Porsche of Towson](#) and Steve Postol for their support! Good luck to the Ravens in the Super Bowl!

If our club is defined by its volunteers, then we are a phenomenal club! Volunteers are the backbone of our club and nothing happens without them. If you come to a club event and have a great time, take time to thank those who organized it. And if you have volunteered for the Chesapeake Region to help plan, organize, or run an event at any time in the club's history, please let us thank you by joining us at the club's first Volunteer Appreciation Dinner on February 27th. To celebrate the hard work that so many have given to create memorable events, the club is paying for eligible volunteers' dinners. When you sign up, just let us know which event you volunteered for or what board or committee position you held so that you can be recognized for your service. Volunteers may bring a guest for the cost of just \$30! This event is limited to the first 100 volunteers and guests who sign up on [clubregistration.net](#). The current headcount: 41 as of February 2. This inaugural event is open to past and present volunteers. Next year's event will be open to those who have volunteered in 2013.

If the cold weather has you frozen in place, come to one of our February events to thaw out! Whether it is an awesome family event, the Super Slot Car Night, or the Sunday brunch held at the Grille at Peerce's, come and join your fellow members and have a fantastic time! The entire year's calendar of events has been planned and can be viewed at the bottom of our web page - [pcachs.org](#).

As always, your club is in search of talented individuals to assist with the running of the club. We are looking for people who like to have fun and don't mind giving up a little of their time. If you have interest in volunteering or finding out more about how you can get involved, reach out to anyone on our officer page, at the front of this newsletter and on the web site at [pcachs.org/officers.html](#).

Per the bylaws, I am charged with assembling a Nominating Committee for the board positions for 2014. If you have any interest in assisting me with uncovering the hidden talents of our members or have personal interest in a board or committee chair position, let me know at president@pcachs.org.

Enjoy the ride!

David Dukehart

President – PCA Chesapeake Region

After-Holiday Party

by Mark Hubley

On the evening of Saturday, January 12, the club held one of its most treasured annual events, the After-Holiday Party. With sponsorship from Porsche of Towson, organization from dedicated volunteers, and attendance by approximately one-hundred club members and guests, the party lived up to the hype. This year the party was once again held at the Valley Mansion in Hunt Valley, beginning with cocktails and hors d'oeuvres at 6:30. It just so happened that the evening's festivities were, for a time, in conflict with another event of interest to many Chesapeake members, the Ravens vs. Broncos NFL playoff game. Fortunately for Ravens fans, Valley Mansion provided two large screens on which they displayed the game. Many party attendees had at least one eye on the screens throughout the cocktail hour.

As dinner time approached, Chesapeake Region President, David Dukehart stepped to the podium for opening remarks and various announcements. It was at this time that time was running out for the Ravens, who were down by seven points. I can't remember who was speaking at the time, it might have been David, or perhaps it was Chesapeake member and National PCA President, Manny Alban, but the room erupted when Ravens Quarterback Joe Flacco connected with Jacoby Jones for a game-tying touchdown pass with 30 seconds left in the game, to send the game into overtime. As the Ravens went on to win in the second overtime period, David introduced the other national officers present at the affair, Vice President, Caren Cooper, Secretary, Sean Reardon, and Treasurer, Tom Gorsuch. We also heard remarks from Pete Stout, the new editor of Porsche Panorama. Pete has a distinguished history of writing about Porsche as editor of Excellence Magazine. He replaces Betty Jo Turner, who retires after faithfully serving the club as editor for forty-two years. David also presented sweatshirts to autocross class winners who were present at the party. Yours truly received one of them, but I have mixed feelings due to the fact that I'm the only one in my class; I need some competition in 2SP! Our Community Service Chairs, Gary and Kara Martinez, conducted a 50:50 raffle. The winner, Rick MacInnes, took home \$250. The club also raffled off some very nice Porsche 2013 calendars. Last, but not least, David announced this year's recipient of the Lynn Eckels Award as the Chesapeake Region's Enthusiast of the Year, a very deserving Cheryl Taylor. Cheryl joined the club in 2006 and has been very active ever since. Cheryl has served the club as vice president since 2010, and last year alone she chaired the After-Holiday Party, co-chaired the Chesapeake Challenge, attended the Zone 2 President Meetings with David, volunteered at the PorschePlatz at the Baltimore Grand Prix, and I could go on! Congratulations, Cheryl, and thanks for all you do for the club!

With the Ravens victorious, announcements made, and awards presented, it was time for the main event, the Yankee Swap. Wrapped presents were

Continued on the next page . . .



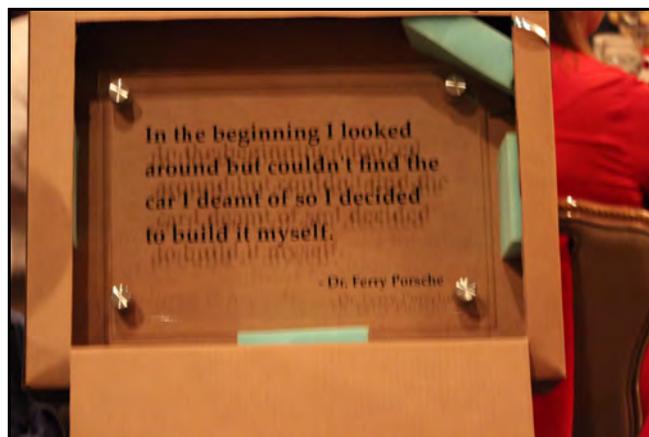
Top: Autocross Co-Chair, Claude Taylor presents 2012 autocross awards. Above: Panorama Editor, Pete Stout, has a tough decision to make. Photos by Lynda Sobus.

After-Holiday Party, continued from previous page

prominently displayed on a table in the center of the room. Manny and Bob Gutjahr took the microphone and began drawing names. For those not familiar with the swap, everyone who participates contributes a single gift to the table, and has his or her name entered on a slip of paper. The event begins with the first name being drawn, and that person selects a gift from the table. The gift is opened and shown to everyone present. The next person whose name is drawn then has the option of stealing the gift from the first person or picking another gift from the table. As the game progresses, when a person's name is drawn, that person may steal any gift that has already been opened or may pick an unopened gift from the table. If a steal was made, the person from whom the gift was stolen may steal another gift, or go to the table. During any round when a name is picked, a maximum of three steals are allowed. If three steals are made in a round, the last victim of the stealing must pick a gift from the table. Another name is picked, and the next round begins. The most coveted "position" in the game is to be the last person whose name is picked, as this person has seen all but one of the gifts and can steal any of them.

As the game progressed, a few very desirable gifts appeared fairly quickly. Perhaps the most coveted gift was a large glass (Plexiglass?) plaque (for lack of a better word) displaying a quote from Dr. Ferry Porsche, "In the beginning I looked around but couldn't find the car I dreamt of so I decided to build it myself." This came in a cardboard box with "Fra-gee-lay" (a reference to the movie A Christmas Story) written on it, and it was known throughout the night as either Fra-gee-lay or "the dealer plaque," although I don't think this had anything to do with a dealer. Other popular items were an autographed 50th Rolex Daytona print, a large remote-controlled car, a slot car, and 917 and 356 prints made by PCA Executive Director, Vu Nguyen. Some prizes that nobody had any interest in stealing, and which have appeared in previous years, included a "come along" winch and the dreaded Betty Boop Seat covers. A pair of window mount reindeer antlers also made an appearance, and nobody expressed any interest in stealing them.

My name was picked fairly early in the game. Not a good thing. In past years when this happened, my



Clockwise from top left: Your author holds the 917 print, but not for long. Fra-gee-lay. David Dukehart opens the autographed Rolex poster as Manny Alban describes it to the crowd; David had the poster on a couple of occasions, but he didn't take it home. Photos by Lynda Sobus.

Continued on page 25

1973 Carrera RSR Tribute

by Rob Mairs

The events leading up to my latest project, a backdated '73 Carrera RSR, began a couple of years ago as I was searching for a used 997 GT3. This turned into a futile search as I wanted a specific color, which would have been a special order car. In the process of searching I turned to the many on-line Porsche forums such as Pelican Parts, Early 911S, Rennlist, and others. I stumbled across a 'Carrera backdating' thread on the Pelican Parts forum and became intrigued with the idea. For those of you unfamiliar with backdating, it is when one takes a later-model, rust-resistant 911 SC or Carrera ('78-'88) and then replaces various parts (body, engine, interior, suspension, etc.) to replicate an early 'long hood' 911.



1973 Carrera RSR

A couple of my fantasy cars have always been the early '70s Carrera RS and RSR. With only 1,580 of the RS built and just 49 of the RSR, they both have become very expensive collectibles. A '73 RS sold last August in Monterey for \$470,000, and a '74 RSR sold at the Amelia Island Auction in March for over \$3 million; way, way out of my league.

The more I read about backdating, the more intrigued I became with the idea. In searching for already-built cars I found several, but they all fell through for one reason or another. I then found a possible car on the Pelican Parts forum owned by a fellow named Marc Zurlinden in Monterey. It turned out that this car was more than my budget would allow, but Marc and I got to talking about what it would take to build an RSR tribute. Marc in his spare time had fabricated, restored, or built a number of cars including a historic 911 Trans Am car driven by Tony Adamowicz, which Marc suggested I look at as a featured car in Excellence magazine. After a few more discussions, Marc sent me a brief proposal of how he would go about building a backdated '73 RSR and what I should look for in a donor car. Marc's suggestions sounded good to me and I started looking for a donor car, which I soon found a couple of hundred miles away from Marc. After reviewing pictures of the car, an '85 Carrera wide body, and its description and talking with the owner, I called Marc and he offered to drive over and check it out. If as described, he would put it on his trailer and drive it back to his shop.



Donor 1985 Carrera

Even though I had never met Marc nor seen his work in person nor seen the donor car, and the fact that I live on the other side of the country in Maryland, I agreed to buy the car on Marc's word and I have subsequently entrusted Marc to build my latest car. Some have asked me why (like my wife and kids). What led me to trust this guy? I may be naïve but I believe that those of us that have been enjoying and working on older Porsches all do it because we love the cars and that the people I have met on the various Porsche forums are for the most part pretty genuine folks, have many of the same interests, and Marc had a pretty long history of quality fabrication as well as established relationships with many Porsche part vendors and the Porsche racing community – he lives literally within earshot of Laguna Seca. After several phone conversations, pictures of cars Marc had built, email correspondence and a detailed description of what Marc would do to the car including a very detailed parts and labor breakdown, I bought the car and authorized Marc to get underway.

Continued on page 26

Membership

by Shermoan and Tina Daiyaan

PCA Chesapeake Membership Report for December 2012

Primary members 720 Affiliate members 497 Total members 1,217

New Members:

Livia Florio	Clarksville	
Jimmy & James Flynn	Laurel	2008 911
Michael Frye	Severna Park	2006 911
John Graves	Boyds	2003 911 Turbo
Ron & Ann Hall	Elkridge	2007 Boxster S
Brian Lettiere	Sykesville	1979 928
Gordon Levenson	Baltimore	2008 911
James & Stacy Mahon	Ellicott City	1986 911
Bach Nguyen	Columbia	
Casey Parkin	Annandale, VA	1972 914
Christian & Amy Terrones	Abingdon	2003 911
Gary & Sara Thomas	Severna Park	2006 Boxster S
Martin & Lisa Topor	Bel Air	2008 911 S

Transfers in:

Paul Auger	Crownsville	1984 911	Potomac Region
Eric Borsoni & Nick Williams	Millersville	1999 911	Delaware

December Anniversaries:

<u>1 Year</u>	<u>5 Years</u>	<u>15 Years</u>
Bill Bambarger	William Harris	Tanja Burton
Eric Borsoni	Kathy Nell	Timothy Ramsey
Shermoan & Tina Daiyaan	Kevin Wait	
Ralph Dolinger	Loretta & Mass Fiandaca	
Brad Goldbloom		<u>20 Years</u>
Leslie Jacobs		
Michael Miller	<u>10 Years</u>	Richard Brumme
Peter Svenson		Sandy Taylor
Anne Toriello	Kenneth Niefeld	
Celena & Dave Crossley	Andy Jaunzemis	
Brian & Donna Ennis		
Warren Fluck		
Faisal Sayeed		
Dimitrios & Maria Tangalidis		

Chesapeake Region, Porsche Club of America, Inc.

Income and Expense Statement January 1st through December 31, 2012

INCOME	
Events	\$33,295
PCA Regional Rebates/Subsidy	\$11,968
Non-Events	<u>\$11,707</u>
TOTAL INCOME	<u>\$56,970</u>
EXPENSE	
Events	\$21,878
Operating Expenses	\$2,555
Non-Event	<u>\$6,798</u>
TOTAL EXPENSE	<u>\$31,231</u>
NET INCOME	<u><u>\$25,739</u></u>

Balance Sheet As of December 31, 2012

ASSETS	
Current Assets	
Checking	\$49,641
Fixed Assets	0
TOTAL ASSETS	<u>\$49,641</u>
LIABILITIES & EQUITY	
Liabilities	0
Equity	\$49,641
TOTAL LIABILITIES & EQUITY	<u><u>\$49,641</u></u>

Tech Session at Behe Performance

We had an informative Tech Session at Behe Performance in Beltsville on January 19. About fifty-two people attended. Behe specializes in custom performance tuning. They do a lot of work on Porsches, but other marques, too. In the shop we saw a 911, a 944, and a Cayman, along with a Chevelle, a Camaro, a diesel truck, a Mercedes SUV, and others.

Owner John Behe and his team (Will, Gerard, Dave, and Collin) were great hosts, providing coffee, donuts, and door prizes – but most importantly, great information about how to tune our cars to improve performance.

John and his son Collin had a Porsche 904 kit car (with a Porsche 2.0 liter motor) set up on their Dynapack Chassis dyno. We watched John make fuel and timing changes through a direct connection to the DME box. The effect on engine torque was immediate. John says a tuning session typically produces a four to eight percent power improvement, but sometimes much more, especially if a car has been modified. John gave us an appreciation for the challenges involved in tuning properly. Cars from the 1980's to mid-1990's have basic DME controllers and sensors that are fairly easy to analyze and set using his equipment and software. Newer cars have much more complex computers and sensors – and that's where John's knowledge and experience really shine. The result is a car that performs well, under the conditions that fit with the driver's requirements – on the street or on the track.

BEHE provided some great door prizes, which we raffled at the end of the session. Door prizes included a \$500.00 coupon for dyno tuning, a \$100.00 coupon for service, Meguairs and Mother's detailing products, and Stabil and Startron fuel stabilizer (to fight the evil effects of ethanol in gas).

We have two more sessions planned, so far, for 2013. Announcements will be released as the dates approach. We'll hope to see you!

- March 9th at the Collector Car Corral, with the Dent Wizard and an interior repair specialist.
- A still-to-be-determined day in April - at Radcliffe Motors with The Shine Shop



Trivia Question

Two models of Porsche were run in the 2013 Grand Am Rolex 24 hour race, held last month at Daytona. What models were they?

Answer on page 23



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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, refer to the events calendar on the Region's web site. Here are some highlights . . .

Porsche Style & Design, January 25 through April 28

The Antique Automobile Club of America (AACA) Museum in Hershey, PA, is celebrating its 10th Anniversary in 2013. The first exhibit of the New Year will be Porsche Style & Design coming January 25 – April 28. The distinctive form and features of Porsche vehicles is revered by car lovers from around the globe. This exciting display will highlight a vast number of Porsche road and race cars, including variants of the 356, 911, 914 models, as well as some more modern cars, as part of this fabulous exhibit that encompasses the full history of Porsche and to kick-off the 50th Anniversary of the highly celebrated 911. View the very best examples of both air and water-cooled production models, unique prototypes and famous racing versions which dominated the world's race courses for decades. Visit the [web site](#) for more information.

Monthly Social at the Grille at Peerce's, Sunday, February 17

Please join us for a brunch at 10:30 AM at [the Grille at Peerce's](#) on February 17th, 12460 Dulaney Valley Road, Phoenix, MD 21131. The Grille at Peerce's is housed in a Revolutionary War-era plantation, offering stunning views of the lake at Loch Raven. Come for a meal steeped in history and culinary delight, with a brunch menu featuring the B.L.T. salad, crab and asparagus omelet, and smoked salmon plate. In addition we will be doing a 50/50 raffle at the brunch! R.S.V.P to Gene and Sharon O'Dunne at social@pcachs.org by February 13th if you plan to attend.

National Tech Tactics, Saturday and Sunday, February 23 and 24

The date has been set for the third annual Tech Tactics East at the Porsche North America site outside Easton, PA. Mark your calendars for either February 23rd or 24th to attend a full day of events that you will not want to miss! The format will be the same as in years past. Speakers from Mobil Oil, Bentley Publishing, and Michelin Tires as well as two members of the PCA Tech Committee will be on hand to discuss all that is Porsche! John Paterek will be attending his 33rd Tech Tactics and sharing his expertise. PCNA will also have two speakers with a potential factory speaker as well! A continental breakfast and boxed lunch are included in the \$50 registration fee. Registration opens February 1 at www.motorsportreg.com and fills up quickly! After you have registered and if you would like to caravan with PCA Chesapeake Region members, contact Michael Murphy (tour@pcachs.org).

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 at any time in club history, 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. For questions, please contact Cheryl at 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.

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. 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.



Photo by Gloria Merriken.



Porsche Club of America

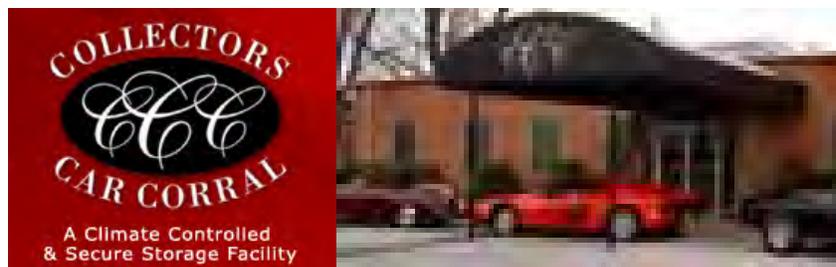
It's not just the cars, it's the people.



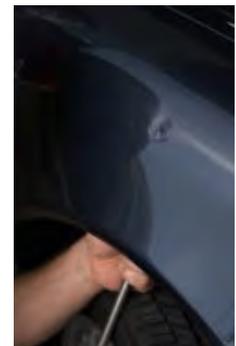
PCA-Chesapeake -- Tech Session/Open House Announcement
Collectors Car Corral / Dent Wizard / Interior Repair
March 9, 2013 (Saturday), 10:00 am – 2:00 pm

The PCA-Chesapeake Tech Committee is pleased to announce an upcoming Open House! We hope you will be able to join us at **The Collectors Car Corral in Owings Mills.**

The Collectors Car Corral was created and designed to provide an environment in which the automotive and motorcycle enthusiast has a safe and secure facility to enjoy their passion for the car hobby. The Collectors Car Corral, located in Owings Mills Maryland, is a 30,000 square foot state-of-the-art-climate controlled and totally secure automotive and motorcycle storage facility. The Collectors Car Corral offers storage, detailing, and membership in our automotive country club. Car Corral owner and PCA member Randy Moss will be our host. It's an impressive facility.



Dent Wizard is the world leader in Paintless Dent Removal. They do amazing work! The vehicle's factory paint is unharmed and no repainting necessary. Joining us will be Dave Johnson, who is a Master Technician for Dent Wizard. He is the authorized dent removal provider for a number of regional dealerships, including Towson Porsche/BMW. It's very impressive to see him work a nasty dent out of a car. Dave will do some demos at the session. Also will be a specialist in interior repair. He'll do a demo on how to repairs tears, cuts, stains, and burns in a seat.



We hope to see you at the session! Randy some donuts and coffee when we start, and some pizza at noon.

Location: **Collectors Car Corral**
12 Music Fair Road
Owings Mills, Maryland 21117
410-363-0400
www.collectors carcorral.com

Please RSVP. Registration is available on line through www.ClubRegistration.net

Contact me, if you have any questions or suggestions, or if you are unable to register through ClubRegistration.net. Looking forward to seeing you there!

Doug Ehmann, Co-Chairman, PCA-Chesapeake Tech Committee (DougEhmann@comcast.net)

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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.



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.

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.



Continued on the next page . . .

The Mart, continued from previous page

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). \$58,000.

Contact Tom Kemp at 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.

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.



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) for details or to submit an ad.

Autocross

2013 Autocross Season

The mission and purpose of the Chesapeake Porsche Club of America Autocross Program is to provide a structured environment in which to promote the teaching and improvement of driving skills in a safe and controlled environment. The Autocross Program is designed to teach each participant advanced car control technique, so that the participants can improve their driving abilities, better understand the handling and dynamics of their vehicle in a real world environment, and become better, safer drivers, and have a whole bunch of fun at the same time!

Volunteer Still Needed to Assist with 2013 Autocross Program!

The start of the 2013 autocross season is just around the corner. The lot is secured, the team is secured, we are just missing one critical piece! We need a member 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 3,000 lbs and will require a two-inch ball on the tow vehicle. The club will reimburse you for your fuel expenses. If you have an interest in helping, please contact Claude Taylor at autocross@pcachs.org.

Frequently asked questions:

1. What does this do to my car? Nothing. It involves hard acceleration, controlled braking, turning corners, all at the limit of the car (and driver's) capabilities.
2. What do I need to do to prepare my car? Show up with your tires inflated to the proper pressure, and remove any items from the car or trunk that aren't securely fastened. We don't want anything loose sliding around and damaging your vehicle! Your car will go through a "tech" line where we will do a general safety inspection and check the wheels to ensure they are properly torqued.
3. Do I need to bring a helmet? No. You will need to wear one, but we have loaners. Most people do bring their own.
4. I've never driven a course. Will there be instructors? Absolutely. We have lots of people who enjoy helping you learn to drive your car as a true Porsche.
5. Can I just come watch? Sure, we'll have you sign an insurance waiver and then you can watch from designated areas. Trust us though, the best view is through your windshield as you drive.
6. Does my car have to be a Porsche? No, we welcome "foreign" cars as well.
7. How much does it cost? \$40 for members and \$50 for non-members when signing up and pre-paying on-line through www.clubregistration.net. Walk-ups will be available the day of the event on a first come first served basis at a rate of \$50 for members and \$60 for non-members. For new members who joined in 2012 and 2013 and have not autocrossed with us yet, the first event of the season (April 13) is FREE!
8. Can my son/daughter participate? We encourage licensed (not learner's permit) sons & daughters of members to come learn how to drive their car in a safe, controlled environment.

Continued on the next page . . .

Autocross, continued from previous page

2013 Chalk Talk and Schedule

The 2013 Autocross Season will kick off Friday, April 12, with the annual “Chalk Talk” given by our own resident hot shoe and instructor extraordinaire, Dan Dazzo. The first part will cover performance driving techniques: vehicle dynamics, skid control, and braking. The second part will cover aspects of autocrossing: vehicle preparation, walking/reading the course, and components of an autocross course. The talk will also cover some advanced information on mastering courses with some advanced autocrossing techniques. This is an opportunity to learn from someone who really knows how to drive and is an excellent instructor. Here are the dates for the 2013 season:

Friday	April 12 “Chalk Talk”
Saturday	April 13
Saturday	May 11
Saturday	June 8
Saturday	July 13
Saturday	August 10
Sunday	September 29
Saturday	October 12

More information can be found on our website pcachs.org/autocross.html or by emailing Rick MacInnes & Claude Taylor at autocross@pcachs.org.

Come out and have some fun with us!



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. 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.

Answer to the Trivia Question

Various teams ran Porsche GT3's in the GT class, and Caymans in the GX class. The best finish for Porsche in the race was the Magnus Racing team, which finished 13th overall and 5th in class with their GT3. Audis and Ferraris took the top four spots in the GT class.

The End of Front License Plates in Maryland?

Recently on the Dorkiphus.net website there was a discussion about a possible end to the requirement to display license plates on the front end of cars registered in Virginia. This inspired club member Rob Mairs to look into the matter for Maryland drivers. Rob sent a letter to his state delegate, who forwarded the letter to the office of Maryland Delegate Donald Elliott. An aide in Delegate Elliott's office replied to Rob with the following message:

Maryland Delegate Donald Elliott has been working on legislation to eliminate the front license plate for a number of years now, and plans to re-introduce legislation that would address this issue. He currently has two bills regarding single license plates.

The first would apply to all vehicles around Maryland. This would move Maryland to a Single Plate state.

The second bill is modeled after Nevada's policy of issuing both license plates. If a car was not designed to accommodate a front plate, the owner would not have to attach it. However, the extra plate would have to remain in the vehicle and be available upon request by an officer.

Any support you could provide with these pieces of legislation would be greatly appreciated! Please feel free to call or e-mail our office at 410-841-3118 or by e-mail at Donald.elliott@house.state.md.us. Thank you for your interest in these pieces of legislation.

I don't mind the plate on the front of my 924S so much, but I would really like to do without a front plate on my Boxster. I'd be quite happy for Maryland to join the ranks of single-plate states, or to make display of the front plate optional. If you agree, please take a moment to make your opinion known to Delegate Elliott.

I think every Chesapeake Region Porsche would look best with a PCA plate on the back, and the option of one on the front. See the previous page for more information on that!

Trivia

I could use some help with the trivia questions. Feel free to send a question and the answer to me at porschepatter@pcachs.org.

Annual Porsche Patter advertising rates

Full-page advertisement \$1,200

Half-page advertisement \$900

Quarter-page or business card size advertisement \$600

Purchase also includes an advertisement on the Chesapeake Region web site. Please contact [Mark Hubley, Patter Editor](#), for more information.

After-Holiday Party, continued from page 9

strategy was to pick something I liked, but something that wasn't getting attention from the crowd. This time when my name was called, I didn't see anything that I found both enticing and low key. So, I decided to go all out and see how long I could stay in the game. I stole Fra-gee-lay. Knowing I wouldn't have it for long, I also set my sights on the 917 print, the 50th Rolex print, and the RC car. I figured that as long as I had one of those gifts, I would either go home happy, or it would be stolen and I could steal again. That last point has one potential complication: if I was the third steal in a round, then I would have to pick from the table, and picking from the table could very well mean going home with a less-than-desirable prize. My luck held out for quite some time. I'm sure that more than twenty rounds passed during which my prize was stolen in at least a dozen of those rounds. Each time I was able to steal another prized gift and stay in the game. After many such steals, someone at my table (maybe Gary or Kara Martinez) commented on how good I was doing at staying in the game. I recall answering by saying that when it finally came to an end, "it's going to end badly." Sure enough, during the very next round my gift was the third steal and I headed to the table. As time was getting tight, I did not linger long, and I more-or-less randomly picked a gift, a California Duster. I can't recall if it was Manny or Bob that announced to the crowd that my run was now over! I would be going home with the duster.

As usual, participants in the swap were ruthless. No mercy was shown as gifts were stolen from strangers and good friends alike. Nobody held onto Fra-gee-lay or the Rolex poster, or the RC car for long. Finally, there was just one name left in the bin, that of Steve Kubisen. After his name was picked, Fra-gee-lay was stolen one last time, and I assume Steve has it properly displayed somewhere in his home. I believe the Rolex print went home with Laurie Tarsia, who's name was also called late in the game. Bob Costello took home the 917 print.

Near the end of the game Gene O'Dunne announced that he wanted to steal a California Duster. My heart started to beat rapidly, and I thought I was back in the game. However, there were two California Dusters in play, and the bearer of the other one was held by someone seated near Gene. I would keep my duster. Oh well, I went for broke and had a lot of fun, and with two Porsches occupying my garage, I'll have some use for that duster.

Grand Am Rolex 24

Here are a few pictures that Cheryl Taylor took at the Rolex 24 hour race.



1973 Carrera RSR Tribute, continued from page 10

Marc began work on the car in early March, 2012. After driving it a bit and performing a compression and leak down test of the engine he began totally disassembling the car, and I mean everything!

I worked with Marc and Dave Bouzaglou of TRE Motorsports in Van Nuys, CA, in determining how far to go in replicating a '73 RSR. I decide to build what I will call a 'street' RSR. We chose to start with an '84-'88 Carrera primarily for the rust-resistant steel body and the 3.2 engine. Since the car I bought spent its entire life in California, we found no rust issues. To turn an

'85 car into one that looks on the outside like a '73 RSR is not too difficult, in theory. The basic body shells from '69 to '88 are the same. Only the hood, trunk lid, bumpers, flares, trim, mirrors, lights, and front fenders need to be replaced or modified to look like a '69-73 car. However, it wasn't quite that simple in this case. There was quite a bit of fabrication necessary for both bumpers, the rear torsion bar access holes, the engine lid for the A/C condenser, the trunk lid, and the front fenders. There are several options to replicate the front fenders: buy fiberglass replacements, buy new or used early replacement fenders, or cut off the light boxes on some early fenders and weld them onto the existing fenders. I chose the latter. In addition, there are many electrical, heat, ventilation, trim, engine, and suspension items to address.



Car stripped and on rotisserie



Extra fabrication was required to get the bumpers to match up to the flares.



Early model torsion bar access holes were fabricated.



Light boxes cut from another car were welded in place.

After all the fabrication work was done, the car was taken to the body shop for final body work and paint. It was put on a rotisserie, thoroughly blasted, cleaned, primed, and painted top and bottom. While this was going on, Marc had all the hardware, nuts, and bolts plated to match the original finish, and the engine sheet metal and the suspension pieces that we kept were powder coated.

We didn't do too much to the engine. Just a Steve Wong performance chip, SSI heat exchangers, M&K muffler, MSD ignition, and early 911 sheet metal. The 915 transmission was rebuilt. For the suspension we replaced the shocks with new Bilstein sport shocks, a turbo tie-rod kit and poly-bronze bushings from Elephant Racing, and new Sway-Away torsion and sway bars. The brakes were replaced with a TRE brake kit using bigger Boxster calipers.



Boxster brakes, Bilsteins, and other assorted suspension upgrades

Continued on the next page . . .

1973 Carrera RSR Tribute, continued from previous page

The car came with 7 and 9 inch Fuchs wheels, which I had refinished by Al Reed in SoCal. However, I wanted a deeper look so I bought 8" and 10" Braid BZ Fuchs look-alikes in the RSR frosted finish. The interior was replaced with new period correct seats with imported Scottish wool Tartan plaid inserts made by GTS Classics in Texas. RS interior carpet and door panels from AppBiz in CA were also installed. The dash and various other interior pieces were recovered by Classic 9 Leather in MI. All gauges were rebuilt and backdated to '73 by North Hollywood Speedometers, and the steering wheel was replaced with a period correct Momo Prototipo wheel.

As you might imagine, putting the car back together was a lot harder than taking it apart. If you ever do this, make sure you take a lot of pictures. Luckily Marc did! Putting back in place the wiring harness, ventilation system, A/C and oil cooling hoses, etc. is a real chore. I am still working a few electrical issues, but once it starts to take shape it gets pretty exciting. In addition to these major body changes, there were mirror, hood latch, emblem, trim, and rubber changes to be made. I had hoped to have the car for the summer but it was not to be. The next goal was the Chesapeake Challenge, but I missed that as well. I finally got the car on Thanksgiving morning.

Was it worth it? To me it clearly was.



Engine bay, period-correct seats, and the finished product



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 CLUB SOCIAL	18	19	20	21	22	23 TECH TACTICS
24 TECH TACTICS	25	26	27 VOLUNTEER APPRECIATION DINNER	28		

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