



Chesapeake Region

Patter

The Return to Le Mans



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Patter

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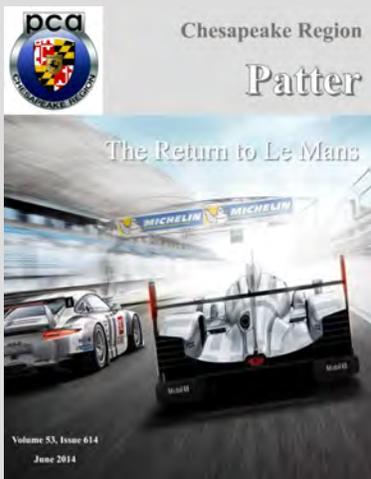
Chesapeake Region

is

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

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

**Cover Photo: Porsche 911 RSR
and Porsche 919 Hybrid**



The Porsche Patter is published monthly. Articles from members are welcomed and encouraged and should be sent electronically in Microsoft Word format to porschepatter@pcachs.org by the fifteenth day of the month preceding publication. The editor reserves the right to edit or reject all material submitted for publication, including advertisements, and the right to cancel advertisements at any time, for any reason, at his sole discretion. Statements appearing in Porsche Patter are those of the contributing authors and do not constitute the opinions or policy of the Chesapeake Region, Porsche Club of America, its Board of Directors, or the editor of the newsletter. Permission granted to reproduce material published, provided full credit is given to the Porsche Patter and to the author. The Chesapeake Region, Porsche Club of America, neither endorses any advertiser nor warrants any product or service they may provide.



Chesapeake Region

from our president

Greetings Everyone!

WELCOME TO SUMMER! Yes, the real summer. Not the “look at your calendar on June 21 and realize it’s almost half over and you haven’t made any plans!” summer, but the real, “It’s unbelievably sunny outside; let’s get out and drive!” summer.

So we get on with our plans and head out. I’m happy to say that our June calendar is set with a tour on the 8th to Musket Ridge Golf Club, Autocross on the 17th at BWI, a social on the 26th to the Oyster House in Bell Air, MD, and a special “Ladies First” tech session at AT SPEED on the 28th. So be sure to check your calendars and register for one, some or all of these events which our Board chairs have worked so hard to set up. E-blast announcements will be sent out as the month progresses in case you need additional information about the events.

And for those of you fortunate enough to have the time, PARADE in Monterey will be running the week of the 15th. Predictions are it will be the largest PARADE ever, with more events and activities than any before.

With so many events and with such a high level of activity in our Region, it gives me great pleasure to be able to report that the overall status of the Region is stronger than ever and moving in a very positive direction.

We have recently completed the annual review of the Region’s finances and they have been found to be spotless, with many thanks to Lynda Sobus, our Region’s Treasurer. A huge thanks also to Chuck Marshall, who not only prepared the review (which was subsequently checked by three other Board members) but who also set up an easily repeated review process to be used in future editions of this exercise.

By Lynda’s latest report, as of May 1, the Region treasury stands at \$64,791.18. This is a very strong position to be in, especially as many of our major events such as Challenge and the Crab Feast have completed their initial planning phases, reserved venues, and are well into detailed planning for their execution later this summer and fall.

Additionally, our committees are moving forward with the planning for exciting



Chesapeake Region

from our president

attendance in the first two sessions.

The **Tour and Rally** group have had a major tour already this year with another right on the heels of this message. The **Tech Sessions** committee has been running strong since this winter and with a unique “Ladies First” DIY session planned for AT SPEED later this month, may have created this year’s first multi-Region event as other Regions are eager to join us.

Your other Board members are equally active in planning events which should engage all interests for our Region members. Taylor Ainge, our Membership Chair, set up an extravaganza of omelet's at the year’s first New Members’ Party at Porsche of Silver Spring; and he is already working on the fall edition of this event!

We are also seeking to re-activate areas of Region planning which have become somewhat dormant from years past. We have stepped up our search for a Chair and Co-Chair to take up the reins of the Community Service committee. We hope to see it back in action soon, as several members are considering this responsibility very seriously.

And finally, as I mentioned last month, we are pursuing the Street Survival driving program with our vice-president, Claude Taylor, as its organizer. Besides finding appropriate sites for this teen driving program, he is also setting up his working committee. This is yet another multi-Region opportunity, as our colleagues in Delaware have a high level of interest in working with us.

Such is the state of our Region. There is a lot going on and even more exciting events in planning. I’m always happy to hear from you at president@pcachs.org and look forward to seeing you on the road soon!

Have fun and Drive Safely!

Gary



Chesapeake Region

the team

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|---------------------------|-----------------------------|--|
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The Return to Le Mans



Here's How You Can Join Porsche's Mission At The 24 Hours of Le Mans

Want to become part of Porsche's "mission" at Le Mans this year, but can't make the trip? Here's a fun way to participate. Porsche's created a one-page application that allows fans the opportunity to show their support by uploading an image from their computer or from Facebook. Assuming you upload a picture you have the rights to use and it depicts you, your Porsche or something else that depicts your dedication to the Porsche brand, you should see it in the Porsche paddock during this year's 24 Hours of Le Mans.

How To Participate

Simply visit this page and upload a picture of yourself that shows your dedication to our brand. Porsche will take these pictures to the track and show the world your enthusiasm for their return to Le Mans. Among thousands of other fans your picture will be selected for a giant multi-picture poster.

<https://www.youtube.com/watch?v=6Ffzuja7-mk>

https://www.youtube.com/watch?feature=player_embedded&v=QbM0NhBu-Ro#t=0





GT Le Mans 2014 - CORE Autosport and PCNA - Porsche 911 RSR

- **It's time to go racing** - May 31st at 1:30pm, the 5th race of the Tudor United SportsCar Championship at Belle Isle Park, Detroit, Michigan. FOX Sports 1 network for live coverage starting at 11:30am ET. Follow the action of the Porsche sponsored CORE Autosport as Nos. 911 and 912 vie for a podium finish.
- **2014 Le Mans 24 Hours** - May 27th is the first test day, which gets the ball rolling.
- **2014 Le Mans 24 Hours** - May 30th, 31st and June 1st are test days, along with Administrative Checking and Scrutineering.
- **2014 Le Mans 24 Hours** - June 11th and 12th are Qualifying periods that occur in the day as well as during the night starting at 10:00pm.
- **2014 Le Mans 24 Hours - June 14th and June 15th** is race day when at 3:00pm local time on the 14th, 56 race cars are off for the 82nd 24-hours of emotion, thrills and passion on the Circuit de la Sarthe, France.

<https://www.youtube.com/watch?>

LMP1 World Endurance Championship 2014 - Porsche 919 Hybrid



Membership

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

| | | | | | |
|------------------------|------------|--------------------------|------------|----------------------|--------------|
| Primary Members | 740 | Affiliate Members | 483 | Total Members | 1,223 |
|------------------------|------------|--------------------------|------------|----------------------|--------------|

| | | | |
|---------------------|-----------------------------------|-------------------------|-----------------------------------|
| New Members: | <i>Joe & Heidi Boan</i> | <i>Sparks, MD</i> | <i>2011 911S Cabriolet, Black</i> |
| | <i>Anne W. Conaway</i> | <i>Owings Mills, MD</i> | <i>1962 356 Cabriolet, Red</i> |
| | <i>Conor P. Creaney</i> | <i>Baltimore, MD</i> | <i>1970 911T Coupe, Gray</i> |
| | <i>Sabrina Feibelman</i> | <i>Baltimore, MD</i> | <i>2006 911 Cabriolet, Gray</i> |
| | <i>Harry & Liliane Heimle</i> | <i>Crownsville, MD</i> | <i>2013 911S Coupe, Blue</i> |
| | <i>Christopher Horn</i> | <i>Baltimore, MD</i> | |
| | <i>Russell G. Ridgway III</i> | <i>Glen Burnie, MD</i> | <i>1977 911S Targa, Red</i> |
| | <i>Evan Webb</i> | <i>Catonsville, MD</i> | <i>1981 928 Coupe, Silver</i> |
| | <i>John E. Weininger</i> | <i>Sparks, MD</i> | <i>2014 Cayman S, White</i> |

Transfers In:

Anniversaries:

25 Years *Thomas Kuker and Gabriel Tapkas*

20 Years *Dena S. Love and Phyllis A. Pokrzywa*

15 Years *Philip M. Andrews and Kevin Portnoff*

10 Years *Casey Gittings, David O'Brien and Francis Honeywell*

5 Years *Alan J. Gebhart, Mark and Teresa Jeschke, Gregory Martien, Michael Murphy, Granee and Michael Pate, Drayton and Tiziana Peterson and Elijah Turner*

1 Year *Brittany Bryden, Ari Ghosal, Mario Jorquera, Bob Pecker, Lisa Simonson, David N. Bezanson, Michael I. Muul, Al and Judy Schuele and Christian and Sean Stewart*

TOUR EVENT - MUSKET RIDGE



DATE: Sunday, June 8, 2014

TIME: 7:00am to 2:00pm

LOCATION:

Musket Ridge Golf Club
3555 Brethren Church Road
Myersville, MD 21773
301-293-9930
www.musketridge.com



Our program for this event will include:

A Driving Tour starting from the Sykesville/Eldersburg area, and ending at the Musket Ridge Golf Club just west of Frederick. Additional details are coming soon: the important thing for now - save the date - *for a Tour you do not want to miss!* Questions? www.tour@pcachs.org.

Musket Ridge Registration: Closes June 1st, so you must register today at www.ClubRegistration.net

DRIVING EVENT - AUTOCROSS



DATE: Saturday
June 21, 2014

TIME: 7:00am to 2:00pm

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



AUTOCROSS TO WIN
DENNIS GRANT FARNORTHTRACING.COM



If you are just starting out or an old pro, check out Dennis Grant's webpage at www.farnorthracing.com to read and learn the "art" and "science" of Autocross — and of course have fun!
Registration is available on line only at www.motorsportreg.com.

SOCIAL EVENT - Porsche of Silver Spring



DATE: Saturday, June 14, 2014

TIME: 4:00pm to 7:00pm

LOCATION:

Porsche of Silver Spring
3141 Automobile Road
Silver Spring, MD 20904
888-462-9925

www.iporscheofsilverspring.com



Porsche of Silver Spring cordially invites you to welcome Porsche's return to the 24 Hours of Le Mans on June 14th from 4pm to 7pm at our [Porsche Center](#). This is the 82nd Running of the famed endurance event and this year Porsche will take on Audi and Toyota for the top spot of the Prototype ladder. Porsche last won this event in the summer of 1998 with the 911 GT1 Prototype Program during the showing of the race at Le Mans, we will also provide a thorough overview of the new Porsche Macan.

Light fare and beverages will be served during this event. Please RSVP by replying to this email or by sending an email to silverspringlemansevent@gmail.com with how many will be attending by the 6th of June.

THE MUST-DO PORSCHE EVENT OF 2014! in beautiful Monterey, California

- Autocross
- Concours
- Rally
- Tours
- Tech Sessions
- Social Events
- More!



**Legendary
Monterey!**

Registration
opens March 11,
2014 so start
planning now!

Monterey
JUNE 15-21, 2014

Learn more and register at parade2014.pca.org

Collecting Porsches – Easier Than Becoming a Landlord

There's nothing unusual about PCA members having multiple Porsches, but how many can say they took delivery of two rare 4 cylinder Porsches within 4 hours.

So exactly, how do you take delivery on two air-cooled Porsches in one day? As a Chesapeake PCA member only since 2011, I did just that in May when I took delivery of a 1976 Porsche 912E and a 1995 Porsche 968 Coupe.

Real Estate is one of my passions and, somewhere along the line, I am going to be a landlord. I just want to own a couple of small apartment buildings in Baltimore to supplement our retirement income when my wife, Lori and I retire in about 10 years. As a Realtor, I've closed several transactions for clients who purchased primary residences and investment properties, but somehow in my quest to be a landlord I've been unsuccessful six times – after having ratified contracts. After praying and talking it over with Lori, I decided to “switch gears” and focus on trying something else for the moment. I had no idea it would involve Porsches.

“If one does not fail at times, then one has not challenged himself.” Ferdinand Porsche

Actually my first venture into buying a Porsche ended miserably. After attending four Porsche Swap Meets in Hershey, PA, I decided I was ready to purchase an entry level Pcar in 1999. With cashier's check in hand, I went to the Swap Meet to purchase a nice Porsche 968. I always have loved the design of the car and it was the most affordable for me at the time. However, my first wife spoiled this dream uttering, “You've never bought me a nice car.” Somehow, I let the guilt overwhelm me and I backed out and purchased a Lexus for her for Mother's Day. She was happy, and I was happy for her;

but the smile on my face wasn't genuine. Somehow it took an agonizing twelve years after that experience to purchase my first Porsche.

Back in 2011, I realized a lifelong dream of owning a Porsche. I bought my midnight blue, 2006 Carrera 4S Cabriolet from businessman and pastor who happened to have a 10,000 square foot home with an 8 car garage in Leesburg, VA. Perhaps I should consider retiring as a Pastor.

Fast forward to Spring 2014. My new loving and supportive wife is from Mississippi, and talks with her parents every day. Lori's dad, Phil is a retired gentleman who drives his 1988 red Maxima (with over 330,000 miles on it) around town just to visit friends and family. He obviously gets around quite a bit with that kind of mileage. Phil, who knows my love of Porsches had spotted a red “older” Porsche around town in West Point, MS. He said the “young fella” was interested in selling the car and gave me his phone number. Within 5



minutes I had Mike on the phone. The conversation went something like this: “I hear you have a nice Porsche for sale, can you tell me about it?” Mike said that he really didn't want to sell the car but then spent the next 30 minutes talking about the car

Collecting Porsches

without me asking another question.



I insisted that he take a couple of pictures and send them to me after hearing about the car. The pictures came via text message and I could hardly believe my eyes. I was looking at a clean 1976 Guards Red, four-cylinder Porsche 912E. Now Porsche only made and delivered 2,099 examples of this car to North America as it readied itself to start exporting the Porsche 924 in 1977. The four-cylinder 914 had just run its course in 1975 and Porsche filled a one-year gap in 1976 by offering the affordable 912E. This was a rare Porsche. But here's what really *got my motor revving*: the odometer showed just 24,860 miles!

Now mind you, between spotty cell phone quality, poor hearing on my end and a thick Mississippi accent on the other, not every word in the conversation was understood. At some point, I asked him how much he wanted for the car. The price seemed way too reasonable and I suggested to Lori that we drive to see her family and a Porsche in Mississippi. As it would happen, the Friday we arrived in Mississippi was her mother's birthday and we surprised her with a little birthday cake. You have to thank the man upstairs when the timing is this good.

Now a few weeks earlier, at my 18th Porsche Hershey Swap meet I was inspired when I noticed a beautiful red

Porsche 968 for sale. Here's a quick bit of history for my 911 enthusiasts: Porsche sold the 968 from 1992 to 1995 which replaced the Porsche 944. When production ceased in the 1995, it represented the end of a line that started almost 20 years earlier with the introduction of the Porsche 924. The 968's engine was the second-largest four-cylinder ever offered in a production car, and the most powerful naturally aspirated four-cylinder engine ever sold in a production automobile up to that time. There were only approximately 2000 Cabriolets and 2000 coupes imported to the United States between 1992 and 1995.

While enjoying all the Pcars in the Hershey parking lot I wondered to myself aloud, "wouldn't it be nice to have a nice daily driver that I really enjoyed?" The current daily driver is a Jeep Cherokee. It's a nice SUV and



has its virtues, but it's not exactly a fun car. My second bit of inspiration came when I ran into fellow Chesapeake PCA members Aaron and Minta who were both showing their front engine Porsches in the concours event. Minta's 968 Cabriolet is a Cassis Red color, one of just two made in that color. And Aaron's 944 Turbo sports an eye catching Martini Racing livery.

Collecting Porsches

Both are unique and concours-ready cars. I later found out the Aaron's 944 Turbo took home second place honors in the Hershey concours event. After telling them about the red 968 for sale and sharing with them some details about the car, they offered their opinions and any assistance if needed.

The following week I convinced Lori (and myself) that I would indeed look for a 968 daily driver. And I would do it soon before my senses would kick in. Please understand that we already own four cars. I immediately started combing all of the popular websites like a big kid for my 968 daily driver. One particular well-written Craigslist ad caught my attention from a seller in Los Angeles. It was a 1995 black, six-speed 968 couple with

nice upgrades. I contacted the owner immediately and asked for more information and pictures.

Over several conversations it was clear that this was a nice car and the right kind of owner. He was a long time Orange County PCA member, an Autocross instructor, an owner of five Pcars in his history and for what it's worth - a Grammy Award-winning Producer for the Beach Boys. He must have been a photographer as well because the pictures he shared were amazing. The seller had detailed documented maintenance records back to 2002, and he had spent over \$16,000 on the car over the past three years alone. The vehicle identification number shows it was one of the last 100 Porsche 968s ever made.



Collecting Porsches

He sent a spreadsheet of the maintenance and performance upgrades that I shared with Aaron, my fellow Chesapeake PCAer. This solidified my opinion that this was likely a real nice car. And the mileage was decent at 89,000 miles for a nearly 20-year-old car.



Back in Mississippi, Mike and I met to discuss his 912E. I already had it in my mind to purchase the car and he knew it because I showed up at his trailer towing a U-Haul auto transporter. You just don't drive 15 hours over two days from Maryland to Mississippi to go home empty-handed. On first sight, the car looked great – true to the photos he had sent. However, after taking the car for a drive along with my father-in-law, I noticed a potential deal breaker. The speedometer and odometer weren't working. My 24,860 mile car would be described as TMU (True Miles Unknown). The car ran pretty well and had spent most of its life in New Mexico so there was no rust. It came with the owner's maintenance and operating manual, some maintenance records and the original bill of sale. The car cost \$11,235 and was purchased in Florissant, Missouri on March 10, 1976. However, because of the unknown mileage, I was prepared to knock off a chunk of money from our previously agreed upon price for the car. We soon struck a deal but not after a lengthy debate about what he disclosed over the phone in that thick Missis-

sippi accent about the speedometer and what I'd heard him say. It didn't take long before I was loading the Guards Red Porsche 912E on the trailer and heading home.

Curiously, the previous week I had discussed with Lori about flying out to Los Angeles to have a closer look at the 968 and have a pre-purchase inspection or trust my intuition about the car. As fortune would have it, a prior buyer had flown to see the car from New Jersey three weeks earlier and had a pre-purchase inspection (PPI) done. He decided the car was nice but not a concours car because of a little bondo on the hood and the various performance upgrades. A quick call to the shop that performed the PPI indicated that the car was indeed meticulously cared for. Decision made; I would not fly out to see the car and I would purchase it sight unseen. I reached a deal on the price of the car and immediately arranged for an enclosed auto transporter to pick up the car and bring it across country.

Lori and I arrived home from Mississippi on a Sunday with the Porsche 912E in tow. We welcomed her home to Maryland after four days, 1,800 miles and nearly 32 hours of total driving. But as things would have it, the auto transporter called and said he would be in Maryland to deliver the Porsche 968 on Sunday as well. The two Porsches came together at our home literally four hours apart. I'm still smiling at my new "Porsche Collection".

It seems purchasing two, rare four-cylinder Porsches and having them delivered within four hours of each other turns out is a lot easier than becoming a landlord.

Autocross - 2014

PCA Chesapeake Region - Autocross Schedule



www.pcachs.org

Autocross Chalk Talk - April 12th

Autocross No. 1 - April 26th

Autocross No. 2 - May 12th

Autocross No. 3 - June 21st

Autocross No. 4 - July 19th

Autocross No. 5 - August 16th

Autocross No. 6 - September 21st

Autocross No. 7 - October 12th

**REGISTRATION FOR ALL
AUTOCROSS EVENTS**

www.motorsportsreg.com

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

PCA Chesapeake Region - Event No. 2

Championship event #2 was held under perfect conditions. Temperatures were in the mid to upper 70's which allowed for the maximum amount of power to be generated by the assembled Porsche powerplants on the sprawling, Greg Martell-designed course. With close to 50 participants in attendance, competition was tight with a scant 1.8 seconds separating the first ten positions and a range of 8 seconds between first and last place.



It was a battle of the 993s in the first run group as Vincent Rock in his 1997 Porsche 993 and Dave Critcher in his 1996 993 duked it out for fastest time of the day. With times of 44.492 and 45.364 seconds respectfully, they were close; but not close enough - it was going to be the hotshoes in the second run group that got the honor. Dennis Howard and his 1993 RS America started out slow, but progressively got faster as he got additional looks at the course. With his last run through the lights taking only 44.229 seconds, that was only good enough for second place; it was going to be the course designer, Greg Martell in his 2002 911 Turbo who got the title (and the highly coveted FTD hat) at the end of the day. Honorable mention goes out to Donna Brandt and her 1998 Carrera 4S for getting the Stock Ladies first for the event.

If you attended the event you've probably noticed that we've made some changes with regards to registration and numbering. Please excuse our dust as we work the kinks out of the system - we are trying to do our best to make the events as enjoyable as possible for everyone, but we need your help. In order to speed up the check in and registration process on event day, please pre-register for the event using the secure registration feature on www.motorsportsreg.com. If you have difficulties creating an account or have questions with classification of your car, please do not hesitate to contact us at autocross@pcachs.org.

With the higher temps of summer rapidly approaching, we cannot stress enough that you keep yourself hydrated at the events. Limited drinking water is on hand, so we recommend you bring additional water to ensure you're taken care of. Headgear, eyewear and sunscreen are also items you should bring along in your track bag - we're on an open lot with little shade so the sun can be brutal out there! As alluded to earlier, with the use of motorsportreg.com we are seeing an increase in participants and spectators attendance. There are plenty of areas for spectators to safely watch the cars during competition, but for their added safety (and to please the PCA legal eagles), please remind anybody who comes with you to the event to check in at the registration/



Autocross - May 12th

PCA Chesapeake Region - Event No. 2

timing table/trailer to sign an insurance waiver release form and get a really cool, fashionable, sexy wristband (suitable for framing). Also, if you must bring a pet it must be on a leash at all times. Remember that the sound levels that many of the cars produce may be distressing to them!

Yes, autocross is one of those 'single-player sports', but you don't have to have a stable of Porsches in order to share the experience with friends and family. Co-drivers are a common and cost effective way to see who will have bragging rights at the dinner table/water cooler. And just because it's a Porsche Club event,

that doesn't mean that cars manufactured by more common brands aren't welcome – all that's needed is a car that will pass a cursory mechanical inspection, a valid driver's license, and of course – the registration fee which is:

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



Gary Martinez

Greg Martell

Rick Macinnes

**White Hat Award
for
Fastest Time of
The Day**

BRETT LUNGER



Brett Lunger

A winning driver in Formula 5000, Brett also raced in CAN-AM, IMSA, Formula 2 and Formula 1 for the Autodynamics, Gurney, Hesketh, Surtees and Ensign factory teams, and in privateer March and McLaren cars. His racing career was forever distinguished when the former U.S. Marine helped to rescue fellow F1 driver Niki Lauda from a burning Ferrari at the Nürburgring in 1976.



Vincent
Crognale

Bill
Cooper

Sam
Dali

David
Dukehart

Carl
Thompson

Claude
Taylor

Brett
Lunger

Manny
Alban

Michael
Murphy

Gary
Martinez

At the invitation of our Delaware Region, Manny, Gary, David, Claude and yours truly, had the please to hear Brett Lunger talk about his racing career and Niki Lauda's horrific crash.

The 24-Hours of Le Mans



By The Numbers:

0 – Race number of the car occupying Garage 56 at the 24 Hours of Le Mans, dedicated to an innovative prototype outside of classification.

1 – The R-One is the first prototype entered under its name by the Swiss team Rebellion Racing. Designed in partnership with Oreca and powered by a Toyota engine.

2 – Number of the 919 Hybrid entered by Porsche for its return to prototypes.

3 – Three cars will participate in their very first 24 Hours in 2014: the Strakka-Dome S103-Nissan (LM P2), the Ligier JS P2 (LM P2) and the Nissan ZEOD RC (Garage 56).

4 – Number of drivers from the Nissan GT Academy at the start of the 24 Hours: Lucas Ordóñez, Jann Mardenborough, Wolfgang Reip and Mark Shulzhitskiy.

7 – Seven Russian drivers will be at the start, to whom should be added two teams: G-Drive Racing and SMP Racing.

8 – Race number of the Toyota TS040 Hybrid of Anthony Davidson, Nicolas Lapierre and Sébastien Buemi, winner of the first two rounds of the 2014 FIA World Endurance Championship (WEC). Will they win a third consecutive victory at the 24 Hours?

10/1 – Ten former winners of the 24 Hours will be at the start of the 2014 edition: Tom Kristensen (nine victories), Marcel Fässler, André Lotterer, Benoît Tréluyer, Alexander Wurz (two victories each), Marc Gené, Timo Bernhard, Romain Dumas, Loïc Duval and Eric Helary (one victory each).

10/2 – What is the common denominator between Tom Kristensen and Corvette? The Danish driver and the American sports car icon are vying for a second win: the first overall, the second in the LM GTE Pro class.

12 – Number of victories achieved at the 24 Hours by Audi since its first appearance in 1999.

13 – Thirteen Ferrari 458 Italia cars will be at the start at the 2014 24 Hours.

15 – Nissan will be out in force powering 15 cars in the LM P2 class.

16 – Win record-holder at the 24 Hours, currently held by Porsche.

18 – Current win record-holder, this year Tom Kristensen will be at the start of his 18th 24 Hours.

19 – With 19 cars, the LM P2 class holds the most entries.

20 – Race number of the Porsche 919 Hybrid driven by Mark Webber who will make his return at Le Mans after 15 years of absence and a great career in Formula 1 (nine victories with Red Bull Racing). He will have as teammates the German, Timo Bernhard and the New Zealander, Brendon Hartley.

22 – Number of victories of the French tyre manufacturer Michelin at the Le Mans, with 16 consecutive since 1998.

24 – The most coveted race number will change teams this year and go to Oak Racing to the Oreca-Nissan of Sébastien Loeb Racing, driven by René Rast, Jan Charouz and Vincent Capillaire.

34 – Win record held at the 24 Hours by a tyre manufacturer, by the British Dunlop.

38 – Number of French drivers at the start of the 2014 24 Hours.

41 – Race number of the Zytek-Nissan (Greaves Motorsport, LM P2 class) of Matt McMurry, who at 16 years of age will be the youngest driver to take the start at the 24 Hours.

The 24-Hours of Le Mans

Editor

50 – Number of the Morgan-Judd (Larbre Compétition, LM P2 class) driven by Keiko Ihara, only female driver at the 2014 24 Hours.

56 – After the Nissan DeltaWing in 2012, the Japanese manufacturer will return with the ZEOD RC in Garage 56 at the 24 Hours.

58 – Race number of the Ferrari 458 Italia driven by Fabien Barthez, the former goalie for the France World Champion team in 1998.

77 – Race number of the Porsche 911 driven and entered by Patrick Dempsey.

Jean-Philippe Doret / ACO - Translation by Nikki Ehrhardt

Photo: LE MANS (SARTHE, FRANCE), CIRCUIT DES 24 HEURES, 24 HOURS OF LE MANS, SUNDAY JUNE 23 2013, FINISH.



Porsche considers a turbo for the next 911 GT3 RS



The previous Porsche 911 GT3 RS used a naturally aspirated 3.8-liter engine that produced 444bhp.



By Steve Sutcliffe

May 30, 2014

AUTOCAR

Porsche is considering a break in tradition by adopting a turbocharged engine for the next 911 GT3 RS.

The 911 GT3 on which the more potent 991-generation GT3 RS would be based has had widely publicized fire problems with its highly tuned, naturally aspirated 568bhp 3.8-liter flat six engine.

Porsche engineers are understood to be concerned at the prospect of trying to reliably extract enough extra power from the naturally aspirated engine to warrant an RS badge.

As such, a turbocharged engine is instead being considered. This would comfortably deliver the extra power needed without compromising reliability. It would also fit in with the current turbocharged ethos in the supercar segment.

Meanwhile, the 911 GT3's rear-wheel steer system is understood to be under consideration for the Cayman for later in the model's life cycle.

The Cayman will be the first Porsche sports car to get the firm's upcoming four-cylinder petrol engine, which is believed to run an output of about 400bhp.

2015 Porsche Boxster GTS



You know the sound: the startling *pop-brraap-pop-pop* shotgun fire of unspent flammables coursing through exhaust pipes that usually signals a raw, naughty powerplant beneath the hood. But when you're nestled in the Porsche Boxster GTS' snug seats, it's not a crackling small block V8 or a high-strung Italian flat crank making the devilish racket, but rather the new king of the Boxster/Cayman lineup, a 3.4-liter flat-six that produces 330 horsepower and 273 pound-feet of torque. Within the emotional vacuum of a spec sheet, the Boxster GTS' pumped-up grunt seems pretty mild, with a gain of only 15 hp and 7 lb-ft, respectively. But the reworked acoustical experience goes a long way towards suggesting the GTS has a trace of racing blood in its

veins, and might even be missing its catalytic converters. In addition to the sonorous, centrally positioned tailpipes, the cabin also fills with lovely mechanical strains thanks to the "Sound Symposer" acoustical amplifier that's trickled down into the [Boxster/Cayman](#) lineup from the [911](#) for the first time. Boxster S, we hardly knew ya.

“The GTS abbreviation suggests spiked performance in a package that’s comfortable enough for long-distance driving.”

2015 Porsche Boxster GTS



Some nomenclature background: Porsche's GTS models go back to 1964, when the street version of the Carrera GTS race car (i.e., 904) hit [Porsche](#) showrooms to satisfy homologation requirements. Porsche sold 125 of those models – 25 over the minimum – and the Grand Turismo Sport abbreviation has since suggested spiked performance in a package that's comfortable enough for long-distance driving.

While I'm certainly admiring the Boxster GTS' surprisingly effective damping as it coasts over speed bumps in rural Mallorca just off the eastern coast of Spain, it isn't until I find a convoluted stretch of single-lane road descending the Serra de Tramuntana mountain range that I can cut to the core of this small two-seater and see what it's all about.

Overrun with pro cyclists prepping for the weekend's Ironman triathlon, this road is a vertically strung sequence of hairpins, the kind of technical terror that makes high-powered muscle cars nervous. Unlike tail-happy, rear-drive powerhouses that require a bit of wrangling, the mid-engined Boxster is swimming through the seemingly endless sequence of twists like a salmon through a stream, linking steering inputs to direction changes with tireless athletic agility that pivots around its relatively centralized polar moment of inertia. While you can feel the Boxster's trademark flatness and quick turn-in, those sensations are heightened by the GTS' suspension, which has been lowered by 10 millimeters. The predictability of its body control at these speeds makes the Boxster more

2015 Porsche Boxster GTS

endangered by the treacherous environment (rock wall to the right, Lycra-clad cyclists and steep cliff drops to the left) than the absolute limits of handling dynamics and mechanical grip.

Sport+ mode, selected via a small button flanking the shifter, seems to be a logical choice for the task of track duty, as it sharpens throttle response, opens the throttle valve, quickens gear engagement, loosens stability con-



It isn't until a visit to Circuito Mallorca RennArena the following day that I feel comfortable fully plumbing the depths of the GTS' skill set. Led for a few familiarization laps by none other than legendary racer [Walter Röhrl](#) (who's cutting a swath in a 911), the GTS feels eager to explore each corner, its nose lurching forward while The Master demonstrates the ideal apex and exit path for each bend. After a quick pit, I'm on my own on the track.

trol thresholds, and moves shift points so high the car would be annoyingly over-revvy under any other circumstance. The setting enables a two-tenths of a second quicker 0 to 60 mph (0-100 km/h in 4.9 seconds) sprint thanks to launch mode, and the GTS' standard Sport Chrono package also activates the dynamic transmission mounts' most aggressive setting, effectively making the chassis feel stiffer and respond more immediately.

2015 Porsche Boxster GTS



The car's overall sensation of sharpness is certainly noted and appreciated on the track, as I'm gaining confidence and hitting corners with escalating entry speeds. There's some palpable understeer in slower kinks when the Boxster is tossed in too fast, but there's also the pleasant surprise of control when you're tapping the brakes and adjusting steering in order to get the car back on track. Unlike the runaway train feeling some cars exude at the moment of plowing, the Boxster feels eminently correctable, like an obedient puppy that's just trying to help get you around the track quicker. As the laps pile on and I feel more secure in the Boxster's dynamics – which is happening rather quickly despite the fact that I haven't memorized the subtleties of the track – I do something relatively early on that I usu-

ally approach with a great deal of caution: I turn off the electronic aids.

What proceeds is a surprising, delightful boost in confidence that feels liberating, not terrifying, which is more than can be said of higher horsepower steeds that push around more weight. The Boxster's proportions are so compact and its curb weight so scant 1,345 kg (2,965 pounds) with a manual, 1,375 kg (3,031 pounds) with PDK, its slides and yaws don't sneak up on you or go south at the drop of a hat. In fact, there's so much conveyed to the driver that, like a communication-intensive relationship, if things go wrong, you have no one to blame but yourself.

2015 Porsche Boxster GTS

As such, the only faux pas of note I committed was placing a tire or two over a rumble strip (I was drifting; sue me), and not always dropping gears aggressively enough to stay in the sweet spot of the engine's power output, which seems to lie halfway towards its maximum revs of 7,800 rpm. Those crimes were minimal, considering the compendium of things that can go wrong at the track.

As such, the Porsche Boxster GTS belongs to the small, proud clique of sports cars whose strengths are heightened, not diminished, when taken to the track. Included in the package is standard PASM (Porsche Active Suspension Management), a Sport Chrono package, a sport exhaust, 20-inch wheels, PDLs (Porsche Dynamic Light System), blacked-out trim and a modified spoiler lip.

As much as the current-gen Boxster and Boxster S have endeared themselves to diehards with their eerie precision and refined chassis, they've also struggled with having to live under the shadow of their charismatic big brother, the larger-than-life 911. "Why," a deep-pocketed shopper might ask, "should I get the lower priced model when I can buy the best?" After two days behind the wheel of the Boxster GTS, the answer emerges like a waft of smoke from a genie bottle: sure, a Speed Yellow 911 Carrera 4S or a Guards Red 911 Turbo S would have owned the road and awed the locals, but the seemingly innocuous Boxster keeps reclaiming a warm spot in our hearts that's satisfied by feedback, agil-

ity and the deliciously antsy bark of an unrestrained exhaust.

Starting at \$83,900 (manual) and \$88,420 (PDK) in Canada, the Porsche Boxster GTS certainly isn't cheap – and it won't get any cheaper as options get ticked off either. But until the next, edgier iteration of Boxster is released (the GT3, or GT4, or however the nomenclature lands), the GTS remains one of the most holistically satisfying modern Porsches outside of the [918 Spyder](#) that you can plop your butt into.

<http://ca.autoblog.com/2014/05/22/2015-porsche-boxster-gts-review-video-test-drive/>

2014 Porsche Boxster GTS: First Drive Review Photos

<http://ca.autoblog.com/photos/2015-porsche-boxster-gts-first-drive-review/#photo-2631466/>



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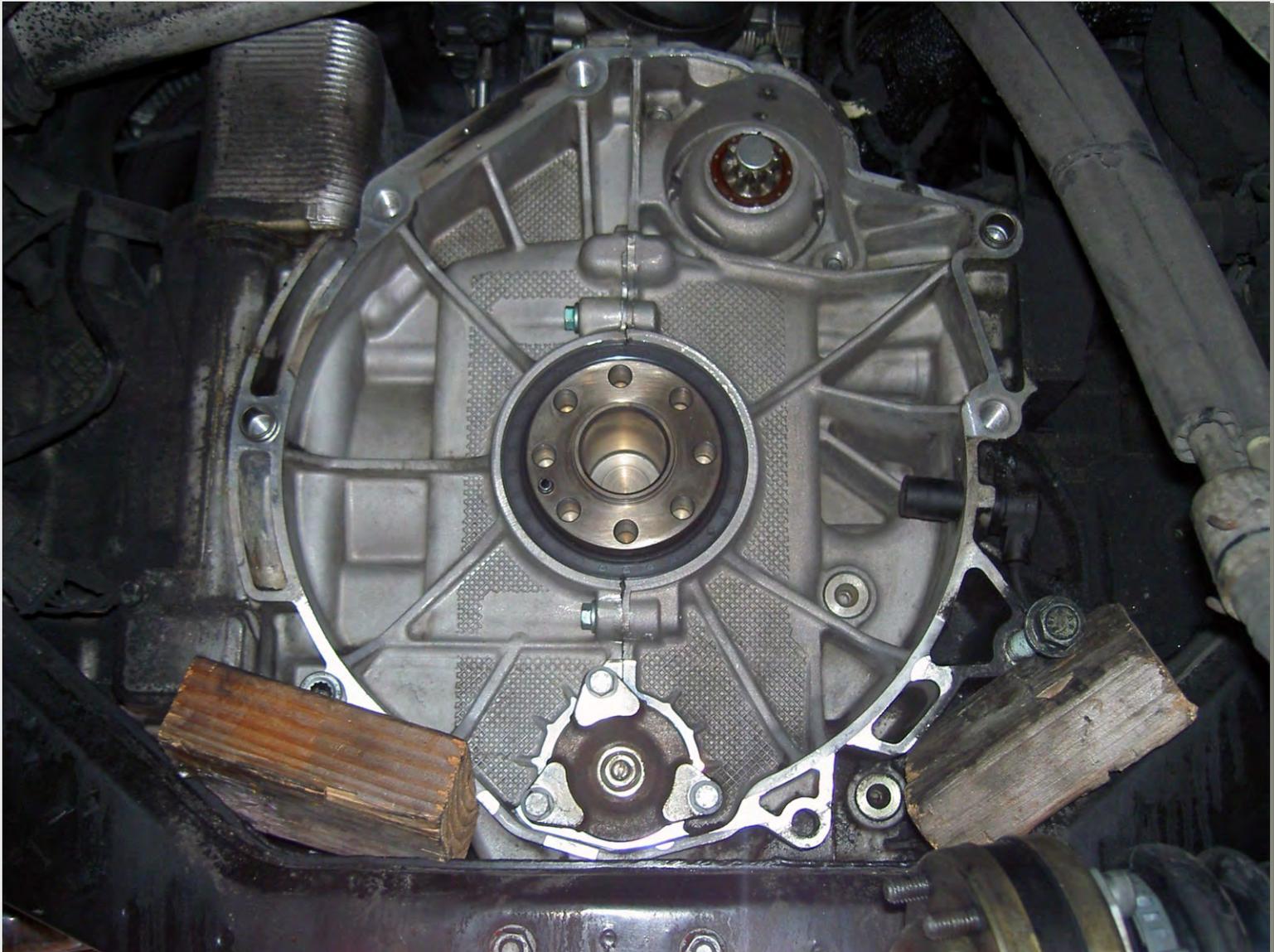
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Kaboom! - Catastrophic Engine Failures (Rev. May 2014)

If you go online and check the different Porsche Forums (including mine, PedrosBoard.com) you'd think that these failures are a dime-a-dozen.

The truth is that a very small percentage of engines fail, but when someone has an engine failure the first place they go is on the Internet and post about their "self-destructing" engine.

You usually don't read about someone who drove to work and back safely and his engine didn't blow up that day!

So, should you worry about it?

I say no. Enjoy your car. Very few have catastrophic failures.

Having said that, let me try to quickly and simply explain what these potential failures are:

The one most people worry about is the **Intermediate Shaft Bearing failure**. Even though it's referred to as the Intermediate Shaft (IMS) failure, what fails is the bearing at one end, not the Intermediate Shaft itself. All of the modern water-cooled Porsche engines up to 2008 have a shaft that runs the length of the underside of the engine block. This shaft is chain-

Tech - Engine Failure

driven from the crankshaft and in turn drives the double camshafts on each bank of cylinders. At one end of the IMS is a sprocket which spins on a bearing. The sprocket is held in place by a small stud that can break, causing the bearing to fail. The bearing can also show excessive wear because Porsche used sealed bearings which are lubricated “for life”.

These bearings eventually, with many miles and many, many heat cycles can tend to dry up the “lifetime” grease and because they are sealed and cannot self lubricate with oil, they can start to wear excessively. Eventually, if not attended to, the wear will allow the end of the IMS to move a bit which can alter the engine’s timing and catastrophic engine failure can happen.

If the engine goes, there is generally so much internal damage that it has to be replaced with either a new or a used engine (\$8,000 - \$18,000).

Is there a remedy?

Yes, there are several.

The easiest one is to replace the bearing before damage occurs.

This can be done in one of three ways:

1. Removing the engine from the car, dismantling it and opening the two engine block halves and replacing the bearing with either an OEM bearing or with an aftermarket one.
2. Replacing the bearing without engine removal with a popular aftermarket retrofit which uses a stronger, non-sealed bearing. This requires the use of a proprietary spe-

cial tool for removal of the OEM and installation of the new retrofit.

3. (*) Installing what we believe is the true solution to the problem, the Direct Oil Feed Kit which sends a stream of filtered, cooled oil right into the bearing’s innards therefore cooling and lubricating it’s surfaces. Our belief is that the IMS bearing failures have been caused by the lack of proper lubrication and cooling of the IMS bearing. Generally a new bearing with the outer seal removed is also installed when the DOF is put in.

All of these solutions are costly, much more so the first one, so my recommendation is that when you need your clutch replaced is the time to do the IMS work since the transmission, clutch and flywheel have to be removed anyway. The IMS bearing sits behind the flywheel.

Some people have been able to catch the problem before complete engine failure occurs. Some have been lucky when replacing their clutch and caught it just in time while others were able to observe a foul-smelling oil leak that led them to replace the IMS bearing before engine failure happened.

Which cars are prone to this failure?

All of the M96/M97 Porsche engines have the IMS and thus are prone to have the bearing fail. These engines can be found in 1996-2008 Boxsters, 1999-2008 Carreras, and 2006-2008 Caymans.

Turbos and GT3s have a different engine architecture and don’t suffer this malady.

Tech - Engine Failure

We have also seen that tiptronic-fitted cars and cars that are driven hard, such as those that are tracked on a regular basis, are much less prone to the IMS bearing failure.

We have seen garage-queen cars that failed at 25,000 miles and tracked cars (mine) which were still running strong at 200,000+ miles.

Most of the catastrophic IMS failures come from 1999 - 2000 Carreras and 1997 - 2004 Boxsters but there have been a few from 997s and 987s as well.

Porsche has never admitted to having a problem with the IMS bearing on the M96/M97 engines.

Nevertheless, they changed the design of the IMS no less than 4 times during the production life of the 996 and 986, they also reinforced the bearings on the IMS and evened out the stress on the shaft by re designing the cam chains and sprockets in later model years, especially when the M97 engine was introduced (on the 997s and 987s). Curiously, the latest engines (A19) on 2009 and newer cars were completely redesigned to **not** have an intermediate shaft.

(In 2013 Porsche settled in a class action lawsuit brought against the manufacturer by a group of customers that had had IMS bearing failures. Porsche did not accept culpability.*

We have also seen the “**D-chunk**” failure where the cylinder liner (generally in the center cylinder – No. 2 or No. 5 develops parallel cracks and eventually the bottom edge of the cracked cylinder releases a chunk in the form of a “D”. When these cracks develop, just as with

the porous block engines, some coolant may mysteriously “disappear”.



Another one is the **bottom-end failure** due to oil starvation (on the track with sticky tires – because of the elevated G-forces that force the oil away from the pump’s intakes – this also happened to my '98, but now with 203,000+ miles on the engine). What generally goes in these failures are the crankshaft bearings that overheat and break up due to lack of lubrication when the oil pump goes dry on the high lateral-force turns every lap.

One catastrophic engine failure that can be avoided easily by observation is the **hydraulic-lock failure** caused by a failed oil breather system also known as the Air / Oil separator (AOS).

This system is designed to distill oil from the crankcase vent and return the liquid oil back into the engine. When it fails, liquid oil can be drawn into the inlet system causing a hydraulic-locked engine and catastrophic failure. If your car starts smoking heavily on startups on startups on a regular basis it’s generally a telltale sign of a bad AOS.

Tech - Engine Failure

A big cloud of smoke once in a blue moon is normal, but not constantly.

There had been a few other engine failures which are rarely seen anymore.

On the late model 1997 to early 1999 Boxsters there were the **porous engine blocks**.

Because the Boxster was such an unexpected sales success, Porsche had to quickly ramp up production and a few hundred porous blocks delivered to the assembly line from their contractor went undetected by their quality control procedures.

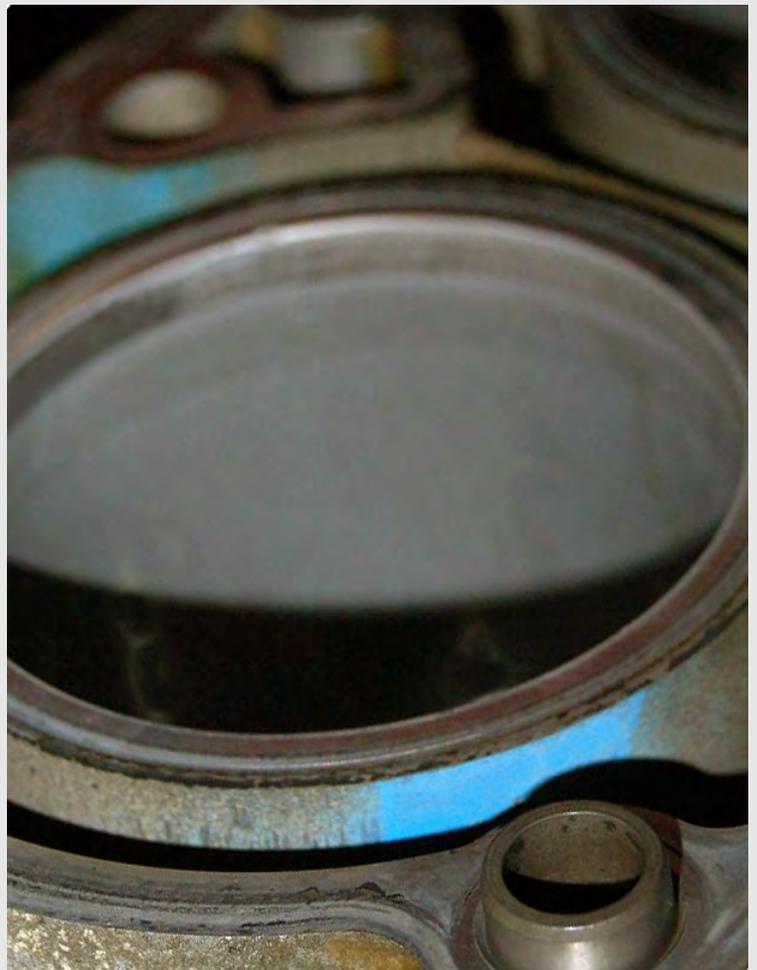
Cars with porous engines started filtering coolant into the oil through microscopic pores in the cylinders.

The engines that failed this way were generally replaced by Porsche at little to no cost to the owner (even when these cars were out of warranty – this happened to my '98 at 27,000 miles when the warranty at the time only covered through 24,000 miles or 2 years).

Porsche was able to recall most of the porous blocks, but because of the production boom they tried to salvage the situation by boring the cylinders and pressing in a special sleeve into the cylinder thereby sealing the pores. The fix worked, but some of these engines had a **slipped sleeve** which required Porsche to also replace those engines as well.

Porsche has never disclosed the failure rates in the M96/M97 engines.

Some Internet figures have these failure rates as high as 20-25% of all engines, but from what I've seen in my own experience and also in dis-



cussions with many other independent Porsche techs who specialize in engine rebuilds, I'm a firm believer that the catastrophic engine failure rate in the aforementioned engines is only 1 - 2%.

That means that 98 -99% of the engines will lead long and healthy lives!

I think I'll just go for a drive now.

(*) We now believe that the failure rates vary according to the model year and the way it is driven, or not. The lowest failure rates (1-3%) are the '05 and newer cars with the larger, non-removable single-row IMS bearing. The '97 – '00 cars with the double-row bearing have failure rates of 4-7% and the '00 – '05

Tech - Maintain Your Brakes

have the highest of all failure rates, just around 10%. These rates seem to climb when cars are not driven for extended periods and seem to decrease when cars are tracked regularly.

To find out more about our cars and their engines, please visit my website at:

www.PedrosGarage.com.

(*) These paragraphs were added later to the article to bring it up-to-date.

The original article was written in December, 2010 and published in May, 2011.

Happy Porsche'ing,

Pedro

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Next Month: We continue with the racing history of Vic Elford as we lead up to Chesapeake Challenge No. 45 the weekend of September 20th.

Editor

Market

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