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Chesapeake Region Patter

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

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Bruce and Laurie Tarsia

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

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Chesapeake Region

is

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

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

Cover Photo By: Lynda Sobus



Chesapeake Region
Patter



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Chesapeake Region from our president

Greetings Everyone!
It's the end of August and the languid days of summer are slowly drawing to a close, all of which leaves us with.....some of best Porsche days of the year!!

Yes absolutely, here come the cooler days for fall tours, exploring vineyards around the state, great Driver's Ed sessions at Summit Point and Autocross events at BWI. It just couldn't be a better season to jump in the (fill-in your ride here) and get out for some fun!.

And as always the Board chairs are hard at work planning events for the Chesapeake Region. One of our major annual events, the Challenge weekend, is drawing a lot of attention this month with two days of meet+greet, tours, concours, tech quizzes, charity auctions, auto-crossing, and awards galore, all accompanied by great food, drink, and Porsche companionship! I do hope you have an opportunity to take advantage of at least one of these activities and join in with your fellow members.

But it's not all in this one event. At the beginning of the month the PCA National Headquarters will be hosting its Open House event with an expected attendance of over 300 Porsche members. And that means a lot of Porsches to be viewed. It will be a perfect time to stop by and say hello to the

officers and staff who keep PCA running, along with Executive Director and Chesapeake member, Vu Nguyen. There are also prizes to be won. New this year: End of Summer Party theme! Wear your brightest Hawaiian shirt or anything with a beach theme. Bose Soundlink Mini for best outfit/beach theme!

As always, we are looking for volunteers at different events to help keep things running smoothly. In particular, we have a Region-wide request for member provided donations to the charity event being run during Challenge. This year we are supporting the **Blue Rose Project with Mercy Medical NICU** with a two-day silent auction and are asking for auction items. If you have an item or service which you'd like to donate to the auction please contact our Community Service Chair, Mick Whitlock, at communityservice@pcachs.org.

Another area of service is the rally tour, also associated with the Challenge. Our Tour Chair Steve Graham is looking for 6-9 volunteers who are not driving in the event to marshal the course at various checkpoints for about an hour. The best part is that "little or no training is required!" So there will not be a test. Again, if you are interested in helping out, Steve can be contacted at either rally@pcachs.org or tour@pcachs.org.

So there are many ways to enjoy the club and quite a few opportuni-



Chesapeake Region from our president

ties to help out should you so desire. Above all, your Board and Officers hope you find an event to satisfy your Porsche interests. As always, I'm happy to hear from you at president@pcachs.org and I look forward to seeing you on the road soon!

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Have fun and Drive Safely!

Gary



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Chesapeake Region

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Murphy's Garage

Editor

- **The Annual Crab Feast** was again a sellout. With lots of crabs, shrimp, burgers, hot dogs, and of course a keg of beer by Porsche of Silver Spring, how could you go wrong!

See Page 11

- **California Auction Results** are provided by our fellow PCACHS member — Aniano Arao. What a compilation! Any bargains?

See Page 14

- **Community Service - Corn Harvest** we grabbed our orange buckets and joined around fifty people to pick

bare a local Freeland, Maryland corn field.

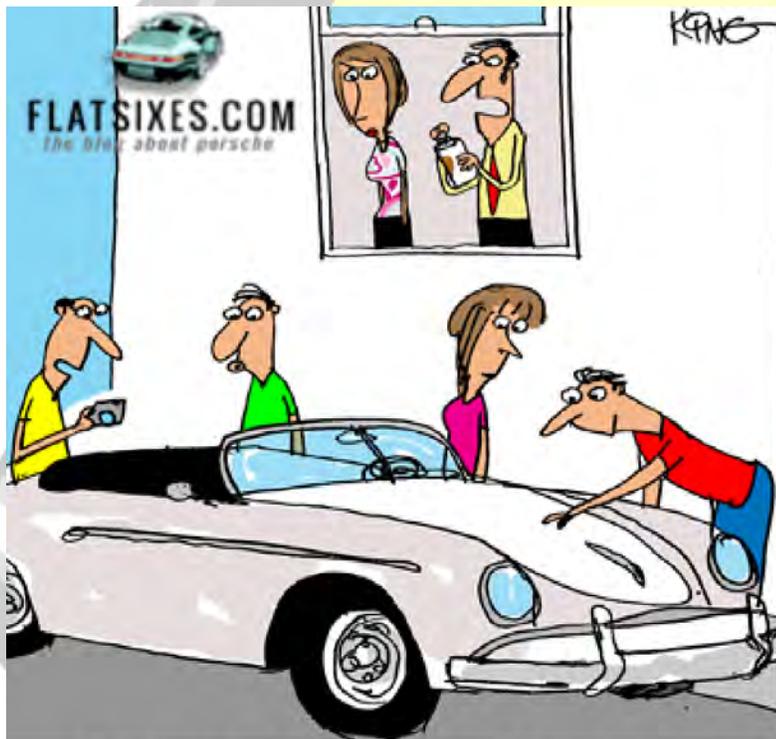
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- **Autocross No. 5** results are deftly written by your Co-Chair Pat Walker, and somehow he let a BMW win the day!

See Page 21

- **In The News** has two Porsche articles this month — a possible Cayman GT4 and an 911 GT3 RS. I hear the GT3 RS may be unveiled in the November LA Car Show.

See Pages 24 - 26



“That crowd is too close to my Porsche again. I knew this can of teargas would come in handy.”

CC45 Schedule

Bob Costello

Living Legends, 45th Chesapeake Challenge and Vic Elford Saturday, September 20, 2014

- 7:00AM** Registration table open for packet pick up at the Manor Tavern, <http://www.themanortavern.com/index.php/en/> located at 15819 Old York Road, Monkton, Maryland 21111
- 7:15AM** Concours and Street Prep paddocks open; preparation for Concours/Street Prep cars.
- 7:15 AM** Silent auction continues from prior evening.
- 9:00AM** Registration table closes, all Concours and car show cars staged and parked. Judging for Concours cars begins.
- 10:00AM** General Public viewing of Concours and Car Show; Challenge participant voting for Car Show cars begins. Silent auction continues from prior evening.
- 11:30AM** Voting ends for show cars.
- 11:30-12:30** Enjoy a delicious lunch catered by the Manor Tavern. (**advance purchase required**).
- 12:45PM** Gimmick rally drivers meeting at same location as Registration. Cars will be "teched" after the driver's meeting at their paddock location immediately prior to departure.
- 1:00PM** Gimmick rally commences.
- 4:00PM** Cars begin to return from Gimmick rally. Return score sheets to Rallymaster back at the Manor Tavern.
- 4:30PM** Tech Quiz distributed in the tent at the Manor Tavern.
- 5:00PM** All Tech quizzes must be turned in.
- 5:00PM** Silent Auction Closes. Cocktail hour begins in the reserved tented area.
- 6:00PM** Awards banquet dinner begins in the tent at the Manor Tavern. **Advance purchase required.**
- 7:00PM** Silent Auction Winners announced and awards
- 8:00PM** Dinner concludes



Membership and Anniversaries

July 2014

Primary Members: 757 Affiliate Members: 458

Total Members: 1215

Membership

New Members:

Patrick Smith	Reisterstown, MD	2009 911 Carrera, Meteor Grey Metallic
Charles Monet	Easton, MD	2015 Boxster, Navy Blue
Colleen Wenderoth	Upperco, MD	2008 911 Turbo Coupe, White
Douglas Smith	Bel Air, Md	1987 911 Carrera, Red
Lise Robinson	Columbia, MD	1949 356
Jay LeBow	Annapolis, MD	2014 Boxster, Racing Yellow
Rick Fogarty	Crownsville, MD	2006 911 Carrera, Midnight Blue Metallic
Alex Bugosh	Hanover, MD	2003 911 Carrera C4S, Yellow
Dan Buan	Annapolis, MD	2008 Cayenne GTS, Silver
Christopher Gregg	Baltimore, MD	2009 Cayenne Turbo S, Black
Domenico Idoni	Columbia, MD	
Mark Ring	Owings Mills, MD	2013 Boxster S, Platinum Silver
Jeffrey Stagnoli	Bel Air, MD	1990 911 Carrera 2, Grand Prix White

Transfer In:

David Haas and Andrew Uribe

Anniversaries

15th Year Anniversary:

Anne MacArthur and Blake Gambrill

10th Year Anniversary:

David Dukehart and John Seifert

5th Year Anniversary:

Johan Broen, Steve LeRoy, Verden Ness and Patrula Izzi

1st Year Anniversary:

John Jenkins, Dave Thompson, Mitch Stringer, Mike Kuehn, David Zalusky, Mark Elliot Jr., Kerry Plackmeyer, Pete Alatzas and Keppel Woods

Annual Crab Feast

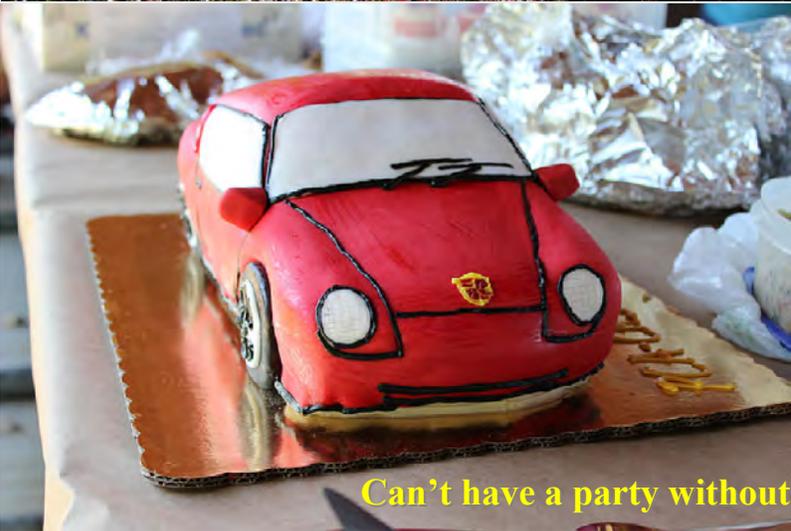
Hi! Sorry you didn't make it, just more crabs for me!
Love Ron!



July 26, 2014



Sponsor - Porsche of Silver Spring
and their "loan" for the day, the all new Macan!



Can't have a party without a cake!



Annual Crab Feast

And then there were the vehicle awards !



Annual Crab Feast



Oh those cars!

Porsche Values Way Up in California Auctions

Compiled by Aniano Arao

Several major collector-car auctions were held during California's annual Monterey Classic Car Week last month. Listed here are the Porsches that went on the auction block and the prices they realized or elicited, as gleaned from the auction houses' Web sites.

Only the cars that were sold are included in the Bonhams and Gooding lists; cars that did not meet the sellers' reserves (minimum selling prices) are included in the RM, Mecum and Rick Cole lists, in addition to the cars that were sold.

A seller pays an entry fee for each car entered in an auction; if a car is sold, the seller pays the auction house a commission on top of the entry fee. A car auctioned with no reserve is sold to the highest bidder, regardless of the amount offered. On the other hand, a car with a reserve has to meet the minimum price set by the seller for a sale to take place. Therefore, the commission rate is higher when the seller specifies a reserve price.

The highest bids for the cars that did not sell are enclosed in parentheses here. Except in Mecum's case, all the sale prices shown include the premiums or commissions the buyers had to pay, which are usually around 10 percent but can be as high as 25 percent of the hammer prices. A hammer price is the bid accepted by the auctioneer on behalf of each seller. Mecum's Web site shows only the hammer prices of the vehicles it has sold.

Also included here are the Porsche results of Auction America's California Auction, held in Burbank on Aug. 1 and 2.

For those interested in accessing a wealth of photos, videos and information, I highly recommend visits to the auction houses' Web sites.

Bonhams' Carmel Auction

Quail Lodge & Golf Club

Aug. 15, 2014

<http://www.bonhams.com/>

SOLD:

- Lot 207 - 1958 Porsche 356A "Outlaw" \$141,900
- Lot 221 - 1961 Porsche 356B 1600 Sunroof \$68,200
- Lot 238 - 1973 Porsche 911 Carrera RS 2.7 \$935,000
- Lot 246 - 1974 Porsche 911 RSR 3.0 Carrera \$1,100,000
- Lot 253 - 1973 Porsche 911S 2.4-liter \$176,000
- Lot 259 - 1960 Porsche 356B 1600 Super 90 Cabriolet \$126,500
- Lot 294 - 1973 Porsche 911 Carrera RS 2.7 \$462,000
- Lot 296 - 1970 Porsche 911S 2.2-liter \$165,000
- Lot 306 - 1964 Porsche 356C 1600 Cabriolet \$192,500
- Lot 307 - 1958 Porsche 356A La Carrera Panamericana Rally Car \$55,000

Gooding & Company's Pebble Beach Auction

Aug. 16 & 17, 2014

<http://www.goodingco.com/>

SOLD:

- Lot 5 - 1971 Porsche 911S 2.2 \$170,500
- Lot 9 - 1958 Porsche 356A Speedster \$415,250
- Lot 15 - 1994 Porsche 964 Speedster \$181,500
- Lot 30 - 1974 Porsche 911 Carrera 3.0 RS \$1,001,000
- Lot 35 - 1988 Porsche 959 Komfort \$1,485,000
- Lot 41 - 1973 Porsche 911S 2.4 \$330,000
- Lot 57 - 1968 Porsche 911T/R \$440,000
- Lot 64 - 1965 Porsche 911 \$407,000
- Lot 105 - 1955 Porsche 356 Speedster \$280,000
- Lot 116 - 1959 Porsche 356A Super Coupe \$137,500

California Auctions Results

Lot 126 - 1968 Porsche 911L 2.0 \$104,500
Lot 132 - 1971 Porsche 911 "R/T" \$143,000
Lot 135 - 1963 Porsche 356 Carrera 2 \$517,000
Lot 156 - 1955 Porsche 356 Super Speedster \$390,500
=====

RM Auctions' Monterey Auction

Aug. 15 - 16, 2014
<http://rmauctions.com/>

SOLD:

Lot 250 - 1958 Porsche 356A 1600 Speedster \$440,000
Lot 105 - 1961 Porsche 356B 1600 Cabriolet \$176,000
Lot 125 - 1955 Porsche 356 Pre-A 1500 Continental Cabriolet \$330,000
Lot 223 - 1965 Porsche 911 2.0 \$308,000
Lot 257 - 1989 Porsche 911 Carrera Speedster \$308,000
Lot 128 - 1972 Porsche 911S 2.4 Targa \$242,000

NOT SOLD; RESERVE PRICE NOT MET:

Lot 127 - 1986 Porsche 962 IMSA GTP (high bid \$575,000)
=====

Mecum Auctions' Monterey Auction

Aug. 14 - 16, 2014
<https://www.mecum.com/>

SOLD (hammer prices shown; buyers' premiums not included):

Lot T148 - 1976 Porsche 914 Targa \$14,500
Lot T165.1 - 1974 Porsche 911 \$25,500
Lot F72.1 - 1986 Porsche 930 Turbo \$60,000
Lot F92 - 2003 Porsche 911 Turbo \$51,000
Lot F97 - 1991 Porsche 928GT \$57,000
Lot F99.1 - 1965 Porsche 356SC \$80,000
Lot F133 - 1975 Porsche 911 Carrera \$62,000
Lot F149 - 1960 Porsche 108L Junior farm tractor \$14,000
Lot F202 - 1964 Porsche 356SC \$66,000
Lot F225 - 1967 Porsche 911 Soft-Window Targa \$90,000
Lot S59 - 1989 Porsche 930 Turbo Cabriolet \$125,000

Lot S88 - 1960 Porsche 356B \$55,000
Lot S90.1 - 1971 Porsche 911S Targa \$130,000
Lot S92 - 1972 Porsche 911T Targa \$52,000
Lot S93 - 1968 Porsche 911 Soft Window Targa \$150,000
Lot S95 - 1979 Porsche 930 Turbo \$70,000
Lot S100 - 1967 Porsche 911 \$75,000
Lot S104 - 1973 Porsche 911E Targa \$75,000
Lot S107 - 1967 Porsche 912 \$51,000
Lot S121 - 1986 Porsche 930 Turbo \$77,500
Lot S134 - 1959 Porsche 356A 1600S Cabriolet \$190,000
Lot S146 - 1995 Porsche 962 K8 Spyder race car \$930,000
Lot S149 - 1960 Porsche 356B 1600S Roadster \$130,000
Lot S151 - 1989 Porsche 911 Speedster \$300,000
Lot S153 - 1960 Porsche 356B S Cabriolet \$125,000
Lot S155 - 1973 Porsche 911 Carrera RS Touring \$650,000
Lot S176 - 1957 Porsche 356A Speedster \$295,000
Lot S198 - 1957 Porsche 356A \$77,000
Lot S201 - 1974 Porsche Turbo race car \$155,000
Lot S202 - 1970 Porsche 911T \$57,000
Lot S203 - 1967 Porsche 912 \$37,000

The following lots did not sell because their reserves were not met:

Lot T70 - 2004 Porsche Cayenne S (high bid \$18,000)
Lot T77 - 1977 Porsche 911 Slant Nose (high bid \$18,000)
Lot T175 - 1956 Porsche Speedster Replica (high bid \$23,000)
Lot F58.1 - 1978 Porsche 911SC (high bid \$30,000)
Lot F61.1 - 2000 Porsche 996 Cabriolet (high bid \$25,000)
Lot F70 - 1979 Porsche 911 Targa (high bid \$24,000)
Lot F82.1 - 2001 Porsche 911 Turbo (high bid \$42,000)
Lot F93 - 1973 Porsche 911E Targa (high bid \$110,000)
Lot F107 - 1969 Porsche 912 Targa (high bid \$40,000)
Lot F138 - 1992 Porsche 964 Turbo S2 (high bid \$100,000)

California Auctions Results

Lot F150 - 1964 Porsche 356SC Cabriolet (No price info)
Lot F158 - 1963 Porsche 356B Cabriolet (high bid \$150,000)
Lot F163 - 1974 Porsche 911 Carrera (high bid \$85,000)
Lot F215 - 1973 Porsche 911T (high bid \$45,000)
Lot F221 - 1967 Porsche 912 (high bid \$50,000)
Lot F232 - 1977 Porsche 911 Slant Nose (high bid \$15,000)
Lot S71.1 - 1997 Porsche 993 Carrera 4S (high bid \$80,000)
Lot S81.1 - 1959 Porsche 356A Super Cabriolet (high bid \$205,000)
Lot S148 - 1964 Porsche 356C Coupe (high bid \$95,000)
Lot S150 - 1958 Porsche 356A Speedster (high bid \$450,000)
Lot S160 - 1963 Porsche 356B Carrera 2 Sunroof Coupe (high bid \$600,000)
Lot S163 - 1971 Porsche 911S (high bid \$190,000)
Lot S167 - 1972 Porsche 911 Carrera RS Touring (high bid \$450,000)
Lot S174 - 1976 Porsche 934/935 IMSA El Salvador race car (high bid \$550,000)
Lot S175 - 1977 Porsche 934.5/935 IMSA Swap Shop race car (high bid \$550,000)
Lot S182 - 1964 Porsche 356C Carrera 2 (high bid \$550,000)
Lot S190 - 1973 Porsche 911S Coupe (high bid \$220,000)
Lot S192 - 1953 Porsche 356/1500 Cabriolet (high bid \$375,000)
Lot S199 - 1997 Porsche 993/911 Twin Turbo (high bid \$190,000)
Lot S200 - 1973 Porsche 911T (high bid \$110,000)
Lot S211 - 1981 Porsche Ruf Turbo Cabriolet (high bid \$180,000)

=====

Rick Cole Auctions
Monterey Auction
Aug. 14 - 17, 2014
<http://rickcole.com/>

SOLD:

Lot 630 - 1973 Porsche 914-6 sold for \$45,522.40

NOT SOLD:

Lot 1100 - 1956 Porsche 356 Speedster (not sold; high bid of \$303,600)

=====

Auction America's California Auction

Burbank, CA

July 31 - Aug. 2, 2014

<http://www.auctionsamerica.com/>

SOLD:

Lot 3092 - 2004 Porsche Carrera GT \$385,000
Lot 3096 - 1958 Porsche 356A Speedster \$302,500
Lot 3064 - 1989 Porsche 911 Carrera Speedster \$181,500
Lot 3063 - 1959 Porsche 356A 1600 Convertible D by Drauz \$163,900
Lot 3118 - 1964 Porsche 356C Cabriolet \$146,300
Lot 3083 - 1968 Porsche 911L \$85,800
Lot 3041 - 1984 Porsche Gemballa 911 Carrera \$62,700
Lot 3009 - 1959 Porsche Diesel Standard Tractor \$19,800

The following lots did not sell because their reserves were not met:

Lot 3126 - 1964 Porsche 356SC Cabriolet (high bid \$135,000)
Lot 3071 - 1960 Porsche 356B Reutter Cabriolet (high bid \$90,000)
Lot 3084 - 1970 Porsche 911T (high bid \$90,000)
Lot 2141 - 1973 ½ Porsche 911T (high bid \$48,500)
Lot 3067 - 1988 Porsche 911 Carrera Cabriolet (high bid \$37,500)
Lot 3005 - 1968 Porsche 912 Coupe (high bid \$20,000)

First Fruit Farms - Corn Harvest for our neighbors in need.

On a cooler than expected August 9th, many members of the Chesapeake Region donated their time and energy to assist with corn harvest to help the needy of Maryland. As evidenced in this series of photos, we were not alone, as we were joined by many others to fill buckets and then 16 cubic foot boxes. All toll, approximately 30,000 pounds of corn was picked.



Community Service



Community Service



A weary but happy bunch!

Autocross

PCA Chesapeake Region - Autocross Schedule



www.peachs.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. 5



Pat Walker and Rick MacInnes present Brian Karwin the fastest time of the day award

Chesapeake PCA Autocross Event #5

One of the challenges in writing reports for the autocross events is coming up with suitable descriptions to convey the action – and this will be no exception. Our August 16th was a definitely an ‘over-the-top’ event with another outstanding course by Greg Martel. 47 drivers and their cars reached speeds of up to 50 MPH as they zoomed through around the course that provided a little something for everyone.

Herb Berwald and his modified 1973 914-6 jumped out to an early lead with 44.191 seconds. The nimble mid-engined racer proved to be quite adept at whipping around the tighter sections while slicing up the straight-away like a hot knife through butter. It looked like his time was going to stand for the rest of the event, but sev-

eral drivers in the second run group would have something to say about that. Brian Karwan and the brute strength and tuning of another German marque, a 1997 BMW M3, rained on Herb’s parade. Brian shattered Herb’s fastest time with a 43.077 seconds and made successively faster runs with Porsche hotshoes Greg Martel, Dave McGrew and Dennis Howard clawing at every opportunity to make up the difference. At the end of the day and the dust had settled, it was Brian and his M3 reining supreme with an unbelievable time of 42.910 seconds!

While the excitement of who will win the title of Fastest Time of the Day makes up a predominant percentage of our autocross events, there is a component that centers around people learning how to drive their cars (preferably Porsches) in a ‘performance-type’ event and the enjoyment that first-timers get at success-

Autocross - August 16th

fully completing the course and seeing their times displayed in lights.

There was a very high turnout of first timers at the August 16th event, and several were father/daughter entries which were very welcome and enjoyable to watch. Honorable mention goes out to Charles Grafton, Sean Ballard, Michael Bakalwar, and Shaina French for coming out and, hopefully, having a great time. We hope to see you again at future events! Our events are only as good as the people who participate; and as always, the more the merrier.

If you are thinking about coming to join in the fun, please keep in mind that we are using motorsportsreg.com for event registration. Registration ends at midnight on the Wednesday prior to the event. Please help us speed up the check in and registration process on event day and pre-register. 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 summer winding down, it's safe to say that we've been lucky to have survived another season with no heat related injuries, but we'd be remiss in not reminding you to keep 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! 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/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 or-

der 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

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

cursory mechanical inspection, a valid driver's license, and of course – the registration fee which is:

As you can see membership and pre-registration have their advantages – registration for Chesapeake Region PCA Autocross events can be done at <http://www.motorsportreg.com>. What?! You say you haven't attended a Chesapeake Region PCA autocross event before? What's keeping you from attending one now?



MULTI-DISCIPLINE EVENT - CC45



DATE: Saturday, Sept 20, 2014

TIME: 7:00am to 8:30pm

LOCATION:

Manor Tavern
15819 Old York Road
Monkton, MD 21111
410-771-8155
www.themanortavern.com



Come join your fellow Porsche enthusiasts as we celebrate the Chesapeake Challenge 45 in the lovely hunt country of My Lady's Manor in Baltimore County. The site of this year's Chesapeake Challenge is unique in that it offers great driving roads, great food and great company. Be apart of the longest running multi-event program in the PCA. Our special guest is racing legend Vic Elford! This will be a fun-filled weekend for all.

REGISTRATION: www.clubregistration.net (Last day to register is September 5, 2014)

CONTACT: Bob Costello at cibbob1@hotmail.com or 410-937-1102

Porsche GT4 and why Porsche should build it



Why Porsche Should Build The Cayman GT4

August 15, 2014 by Bradley Brownell - Flatsixes.com

In an earlier post we discussed the rumored "Cayman GT4" and why the motoring media has probably gotten it all wrong. They're saying it will be a 400 horsepower, mid-motor GT3 for about \$100 grand. That's arbitrary conjecture, and if I'm honest, just plain absurd. It's absurd mostly because Porsche has proven time and time again that they aren't interested in having brand-infighting, not wanting to see the Cayman compete directly with the 911.

Now that we've laid our reasons why we think both that the pre-production car we've been seeing in the press is not a Cayman GT4, and that a GT4 is not likely to occur any time soon, let's delve into why Porsche really should build a Cayman GT4.

1. The primary reason is that it would just be **awesome**. Porsche hasn't always been rational, and has occasionally broken from their stoic German mold to produce a car that

just beleaguers belief (918' GT2 RS, 4 liter RS, Carrera GT, 959, 968 Turbo RS, etc.)

2. The level of media coverage that a Porsche like this could garner for the brand would be spectacular. Everyone in the automotive media would go absolutely gaga over a track-spec Cayman. Cars that are well received by the press, especially enthusiast cars, are generally well regarded by enthusiasts.

3. A limited run Porsche like a Cayman GT4 would be snapped up in record time, both by collectors looking to fill out their low-volume Porsche portfolio, and by track-day nut-jobs. Because of this low-volume sales frenzy, the dealer networks would love the GT4, as they could tack on all sorts of arbitrary markups. The engineers would love to build such a Porsche, as it would allow them to flex their intellectual muscle to create a car that was simultaneously all things fast, fun to drive, competitive in the market, and extremely profitable; Porsche's accountants would love it.

Porsche GT4 and why Porsche should build it

4. More than anything, though, this extra-hot Cayman would be a paddock favorite. It is no surprise that there has recently been an explosion in the track-day market, and existing track-weapons have only continued to increase in power and drop in lap times. Competing against comers like Lotus' supercharged Evora S, a hardcore track-focused Cayman could simply walk away. Even when winning in local competition, or at a track day among friends, people tend to notice when a car punches above its weight class. A GT4 Cayman could take the fight directly to more powerful and more expensive Ferrari and Aston Martin competition.

GT4, like GT3, is a name that exists for a reason, and that reason is racing. If Porsche were to create a Cayman GT4, it would be just one more outlet for their motorsport department to prove they are the best minds in racing. Currently a small international championship, GT4 has been growing in recent years, even gaining a few national sub-championships along the way. With competition from Aston Martin's Vantage, BMW's Z4, Ford's Mustang, Ginetta's G50, Maserati's Gran Turismo, Nissan's 370Z, and Lotus' Evora, a Cayman GT4 could gain quite a following in a championship like this. If built right (and let's be honest, when does Porsche not build them right?) a 981 GT4 should easily walk away with the championship.

With FIA GT racing gradually trending toward less expensive championships, it would make sense for Porsche to back a racing series like GT4 by building and homologating a car specifically for privateers to race and win with. Current GTE regulations are very expensive, and FIA GT3 could soon take over as the top-level of international GT racing if GTE were to suffer an exodus. As GT3 moves into the lead position, GT4 could take over as the privateer's favorite series of record. Manufacturer support from Porsche could certainly expedite that process.

So there you have it. We don't think Porsche will be building a Cayman GT4 any time soon, but if they did, it would instantly be a hit with the media, the buying public, collectors, racers, and dealers. With luck, they'll build the Cayman that the GTS should have been. If only there were a way to convince them...

Porsche 911 GT3 RS



Porsche has been taking its time developing the most hardcore 911 models for the latest 991 chassis. While the GT3 has been on the market for a little while, it suffered from some teething issues. The 911 GT3 RS is certainly on the radar since being spotted testing, but it's always better to get a look at a new car without all of the camo to hide the coolest parts. Thankfully, *Car* in the UK has some patent photos of the RS ahead of its debut, and they show off one mean-looking 911.

The first thing that you notice about the RS is that Porsche clearly isn't afraid to rework the latest 911's shape for its track-focused version. Each piece is slightly resculpted to squeeze the most out of it. Up front, the air dam has the same shape to the earlier photos. They also both highlight the upcoming model's tiny air inlet at the tip of the hood, the massive intakes in the rear fenders and general design of the rear wing with a ducktail underneath. The bubbled roof is much clearer here, where it was disguised in spy shots. You can also spot the slashing fender gills behind the front wheels that are a completely new feature.

The GT3 RS is the ultimate naturally aspirated 911 for the street, but according to *Car*, Porsche aims to take that even farther with the latest model. If these are the looks, then it's working. Unfortunately, the new version's powerplant remains a mystery. Though, given all the changes to the bodywork, the engine is almost surely getting tweaked over the 475-horsepower GT3. The RS is rumored to hit the road and be screaming down the track in 2015.

By Chris Bruce



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Contact: Michael Murphy at editor@pcachs.org or 410-491-3254.

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Chesapeake Region

PCA Plates

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

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

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

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

PCA License Plate Coordinators
P.O. Box 8144

Elkridge, Maryland 21075-8144

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

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

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