



Chesapeake Region Patter

47th

Chesapeake Challenge
October 1, 2016



Volume 55, Issue 642
October 2016



Porsche Towson is a Proud Partner of the Chesapeake Region PCA

Come in for your PCA Special:
HPDE/Track Day Safety Inspection: \$95
plus Brake Fluid Service: \$285



PORSCHE

443-921-4600
PorscheTowson.com



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.

Editor: Michael Murphy

Contributing Photographers: Lynda Sobus, Aniano Arao, Mick Whitlock.

Contributing Writers: Bob Rassa, Aniano Arao, Steve Graham, Pat Walker, Bob Purgason, Mike Cook.

Advertising: For questions about advertising rates and placement in the *Porsche Patter*, please contact Michael Murphy, editor@pcachs.org.

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.

Unless otherwise reserved, permission is granted to reproduce material published, provided full credit is given to the *Porsche Patter* and to the respective author.

To subscribe, join the Porsche Club of America. Details at www.pca.org.

The *Porsche Patter* is published monthly by the Chesapeake Region, Porsche Club of America. Subscription is limited to members of the Chesapeake Region, Porsche Club of America.

5

President's Message

Claude Taylor

7

Editor's Message

Michael Murphy

8

Membership and Anniversaries

Aaron & Minta Miller

10

Upcoming Event - Fall Foliage Tour

Aniano Arao

13

Upcoming Events - September to January

Editor

15

Member Spotlight - Meet Rob Mairs

Editor

18

New Member Party - September 10th

Aaron & Minta Miller

22

Southern Garage Crawl

Rob Mairs, Aniano Arao, Jim Earlebeck & Randy Moss

32

Werks Reunion - Photo Selection, August 12th

Ron Gordon

34

Autocross No. 6 - Summary

Ryan Golom

36

Eastern Shore Tour & Social - Photo Montage

Bob Costello

38

PCA Open House - September 17th

Aniano Arao

44

Transaxles At 40 - Porsches That Defied Tradition

Sports & Exotic

58

Market - For Sale

Editor

61

PCA Plates and Patter Ad Rates

Laurie and Bruce Tarsia

in this issue

3



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: Editor

The Porsche Patter is published monthly. Articles from members are welcomed and encouraged and should be sent electronically in Microsoft Word format to editor@pcachs.org by the 15th 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 the editor's sole discretion. Statements appearing in the 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 this newsletter. Unless otherwise reserved, permission granted to reproduce material published, provided full credit is given to the author. The Chesapeake Region, Porsche Club of America, neither endorses and advertiser nor warrants and product or service they may provide.



Chesapeake Region
Patter

47th

Chesapeake Challenge
October 1, 2016



Volume 55, Issue 042
October 2016





Chesapeake Region

from our president

President's Message

Hello all,

I think this is the most I have ever written on a monthly routine. On September 3rd our region helped at the First Fruits Farm. First fruits are a nonprofit farm that supplies fresh produce to several food banks in our area. It is rewarding and humbling to help out on the farm when you realize how many people in our region truly rely on the help and food stuffs that the food banks supply. We will do it again on October 29th, and next year we will see if it is possible to give them volunteers on two weekends. A lot will depend on their growing season and our club calendar. As with any volunteer organization they are always looking for help if you are interested in donating your labor they will find something for you to do on the farm. On September 10 we held our second new member party. This was held at Porsche of Silver Spring, as usual Minta and Aaron Chaired another fabulous party to welcome our new members. Minta reported a head-

count of 50 members, old and new. Please remember that we were all new members at one time, when you are attending one of our events, and you encounter new members please be as helpful as possible. If there is a committee chair there please introduce them to our new members. When I came into the club I was hesitant to introduce myself, fortunately some of the old timers introduced themselves and help to become more comfortable. I did not become more involved with the club until Cheryl encouraged me. On Sunday September 11th we caught up with another great tour/social we were returning from the beach and met up with the group in St Michaels . If you have not attended one of our tour/social you are missing out on beautiful roads, good food, and catching up with members that live on the Eastern shore.

The open house held at National headquarters on September 18th this year was a huge success! The weather was perfect and it showed in the attendance. I helped with parking cars again and some beautiful cars showed up. The people



Chesapeake Region from our president



were great including the National staff and the volunteers. A good time was had by all in attendance. I think there were close to 200 Porsches on site, from 1952 356's to 2015 GT3RS'. The food was great and the door prizes were very impressive. Thanks' go out to Vu and his staff for another spectacular open house. Our region made a strong showing; there were people in attendance from up and down the East coast.

On the following Sunday, September 18 we held our Number 6 Autocross. Once again the weather was perfect, in fact like most of the summer it was downright hot. Once again The Pat and Ryan show was well attended and the course was really good. I think Dave Critcher had the Porsche FTD. There were about 45 cars and other than the standard timing issues, all in attendance were pleased. Everyone loves the new timing app that shows your times once you have tripped the stop light.

On September 23, 24, 25 The Potomac region hosted their National club race at Summit Point, they had over 132

race cars in attendance. The weather was a beautiful fall weekend with excellent racing. The Potomac region hosts the longest continuous running club race series. This year was the 25th anniversary as an added bonus they held the first vintage club race. The Potomac region and the National club race officials put on a well-orchestrated event. If you enjoy seeing the P-cars driven to the max then they would love to see you come out next year.

Since this is the 55th anniversary of our region we wanted to have a special Challenge. We decided to combine our Challenge with our anniversary celebration I'm writing this on Tuesday night before our main event of the season. We have Derek Bell as our guest speaker on Friday night the response has been pretty solid. We have over 60 people registered for our Meet and Greet on Friday night. Michael Keyser has graciously donated several of his books. Derek Bell will be with us on Saturday also. For those who attended we hope you enjoyed yourselves.

Peace,

Claude





Chesapeake Region from the editor

Member Spotlight!

We hope there are a lot of members out there with interesting stories. Tales of finding the perfect Porsche in a barn, or a perfect Porsche needing restoration. Fascinating histories with Porsche since a young (or old) age, trips, weekends, and hours upon hours spent on something car-related. Are you a new member who isn't sure where to start in the club and just want to share something to introduce yourself?

To help get things started, here are a few questions you can answer. Send an email to www.editor@pcachs.org with a few sentences, paragraphs, pages, whatever length you like answering the questions, and include a photo if you like. It's simple, so let's get started!

- **What is your name and where are you from?** Tell us a little about yourself. When did you join the club?
- **What was your first Porsche? What is your current Porsche?** When did you buy them? What were the circumstances around finding this vehicle? What is the result of a long search for the perfect car, or did you just happen to drive by a lot and see something special? If you have a long history with Porsche cars, what is the path you have taken to get to your current Porsche? Perhaps you have more than one, or you've sold and traded up as you've gone along.
- **What are your three favorite things about your car?** We all know Porsches are special, but they are special to each of us in different ways - so what is it about your car that speaks to you?
- **What activities do you enjoy related to your car and the club?** Do you like tinkering on it in your garage? Do you like washing it and make it shine? Do you like driving it fast? Do you like driving it along with others to a destination? Is there one particular event/day that really stands out in your mind?
- **What else would you like to share about yourself?** Anything you want to get involved with the club but don't know how or whom to talk to? Anything confusing about your car? We're here to help, and many of us were also nervous and talking the first step to get involved - from Autocross to Tour. After the first step it opens a whole new world of fun with your car and, more importantly, the fellow club members.

Send your answers to www.editor@pcachs.org!



Membership & Anniversaries

September 2016

Aaron & Minta Miller

Primary Members: 819 Affiliate Members: 472
Total Members: 1291

Membership

New Members:

Allen Brizee	Baltimore, MD	2016 Cayman, Metallic Black
Peter Cerutti	Easton, MD	2015 911 Targa 4S, Gray
Taylor Crittenden	Columbia, MD	1955 356
William Dombrowski	Monkton, MD	2013 Boxster S, Amaranth
Jay Plummer	Chester, MD	2004 Boxster S, Silver
Aaron Shiefer	Bel Air, MD	2001 Boxster S, Black
Edward Simonson	North East, MD	2007 Cayman S, Gray
Pinto Soin	Annapolis, MD	
Eric Spears	Sykesville, MD	1989 944 Turbo, Linen Grey Metallic
John Weaver	Towson, MD	2000 Boxster, Silver

Transfer In:

Josh Chisholm

From: Potomac (POT)

Transfer Out:

William Gleason
Bob Russo
Marc Zaslow

To: ARK LA TEX (ALT)
To: Delaware (DEL)
To: Potomac (POT)

Anniversaries

20th Year Anniversary:

David & Lance Williams

15th Year Anniversary:

James Basford, Herb Berwald & Monique Quinta and Brian D'Angelo

5th Year Anniversary:

Glenn & Brian Charlow, David & Lauren Hartzell, Charles & Suzanne Rowins and Lynn & Cheryl Scott

1st Year Anniversary:

Peter & PinHsin Chen, Leonard & Patrick Diguilian, Jawad Hasnain, Marshall Keeny, Scott & Rita McRoy, Bobby Perry, Craig Rezac, Lawson Sharp, Marvin Thorpe, Dave Young



Chesapeake Region

the team

President	<i>Claude Taylor</i>	president@pcachs.org
Executive Vice President	<i>Chuck Marshall</i>	executive@pcachs.org
Vice President	<i>Michael Murphy</i>	vicepresident@pcachs.org
Treasurer	<i>Lynda Sobus</i>	treasurer@pcachs.org
Secretary	<i>Mark Hubley</i>	secretary@pcachs.org
Past President	<i>Gary Martinez</i>	pastpresident@pcachs.org
Autocross	<i>Ryan Golom</i>	autocross@pcachs.org
Autocross	<i>Pat Walker</i>	autocross@pcachs.org
Patter Editor	<i>Michael Murphy</i>	editor@pcachs.org
Publicity	<i>Pat Walker</i>	publicity@pcachs.org
Social	<i>Bob & Kathy Costello</i>	social@pcachs.org
Tech Session	<i>Jim Earbeck</i>	tech@pcachs.org
Tech Session	<i>Rob Mairs</i>	tech@pcachs.org
Tour / Rally Master	<i>Randy Moss</i>	tour@pcachs.org
Tour / Rally Master	<i>Ariano Arao</i>	tour@pcachs.org
Safety Chair	<i>John Jensen</i>	safety@pcachs.org
Chief Driving Instructor	<i>Ellen Beck</i>	instructor@pcachs.org
Community Service	<i>Rebecca Earbeck</i>	communityservice@pcachs.org
Community Service	<i>Hanna Golom</i>	communityservice@pcachs.org
Concours d'Elegance	<i>Ron Gordon</i>	concours@pcachs.org
Concours d'Elegance	<i>Doug Ehmann</i>	concours@pcachs.org
Concours d'Elegance	<i>Donna Brandt</i>	concours@pcachs.org
Historian	<i>Bob Rassa</i>	historian@pcachs.org
Membership	<i>Aaron & Minta Miller</i>	membership@pcachs.org
Webmaster	<i>Terry DellaVecchia</i>	webmaster@pcachs.org
Insurance	<i>Lee Rock</i>	insurance@pcachs.org
PCA License Plates	<i>Laurie Tarsia</i>	pcalicenseplates@pcachs.org
PCA License Plates	<i>Bruce Tarsia</i>	pcalicenseplates@pcachs.org
PCA Zone 2 Representative	<i>Cheryl Taylor</i>	zone2rep@pcachs.org

Upcoming Event - Fall Foliage Tour



If you have questions, please send them to tour@pcachs.org

O
S
As
Ar
Dr
De
Iti

Re

Lu

Lu
Re
Th
ha
dis
lan
wo
exp
ba

October 22, 2016

Saturday, 9 am to 2 pm

Assembly Point:	Reisterstown (exact location to be announced)
Arrival Time:	9:00 am
Drivers' meeting:	9:15 am
Departure Time:	9:30 am
Itinerary:	75-mile, 2-hour drive through parts of Baltimore County, Carroll County, Frederick County, Washington County – including the Catoctin Mountains
Rest Stop:	Thurmont, MD, after about 1 hour 15 minutes on the road -- (20 minutes)
Lunch:	12:30 – 2:00 pm in Frederick, MD (restaurant TBA)
Lunch Cost:	Approximately \$25 (Exact Amount TBA)
Registration:	Oct. 3rd to Oct. 17th at ww.clubregistration.net

This year's fall colors are expected to be intense. To enjoy them, we do not have to go to Virginia's congested Skyline Drive or to North Carolina's constant Blue Ridge Parkway. Right here, in our own backyard in Maryland, we have many wonderful back roads that twist through scenic woods, lovely hills and gorgeous valleys. Join our 9th tour this year, and experience the beauty of autumn in some of the most breathtaking back roads in our state. This is a drive worthy of our Porsches.

Upcoming Events - September through



Porsche for Premies Culinary Tour

Join Vicki and Al Saxon and take your Porsche on a tour of the Eastern Shore all while helping give every baby a fighting chance!

Your \$2500 donation includes the following:

- 2 tickets to the Signature Chef's Auction at the Hyatt Regency Chesapeake Bay Golf Resort on November 17, 2016
 - Overnight stay at the Hyatt
 - Upgraded amenities including a bottle of wine
- Photography session with you and your "baby" aka Porsche

For more information about the March of Dimes visit
www.marchofdimes.org

For more information about the Signature Chef's Auction in
Cambridge visit www.signaturechefs.org/easternshore

To sign up for the Porsche Tour, contact Katie Ramirez at
kramirez@marchofdimes.org or call 410-752-8076

Deadline to commit to participate is **October 21, 2016**

Please note, this is not a Porsche Club of America sponsored event.

January

Sept.	3	First Fruits – Community Service	8:00am to 12:00pm	First Fruits Farm – 2025 Freeland Road, Freeland, MD 21053
	10	New Member Party	9:00am to 11:00am	New Member Party, Porsche of Silver Spring, 3141 Automobile Blvd., Silver Spring, MD 20904
	11	Social & Tour	12:00pm	Brunch and Tour, Marker Five Restaurant in Tilghman, MD
	14	Board Meeting	6:30pm to 8:30pm	Park View Ellicott City, 8700 Ridge Road, Ellicott City, MD 210436
	17	PCA Open House	10:00am to 2:00pm	PCA Headquarters, <u>9689 Gerwig Lane, Unit 4c/d, Columbia, MD 21046</u> . You must register in advance (www.pca.org).
	18	Autocross No. 6	8:00am to 12:00pm	BWI Parking Lot on Mathison Way (http://pcachs.org/activities-events/autocross/schedule/)
	19	PCA Werks Reunion	All Day Event	Werks Reunion, Hosted at the Rancho Cañada Golf Club in Carmel, California <i>4860 Carmel Valley Road, Carmel-By-The-Sea, CA 93923</i>
	30	Meet & Greet with Derek Bell	7:00pm to 9:00pm	Kent Island Yacht Club, 117 Yacht Club Dr., Chester, MD 21619, 410-643-4101
October	1	CC47 and 55 th Anniversary	7:00am to 8:30pm	Kent Island Yacht Club, 117 Yacht Club Dr., Chester, MD 21619, 410-643-4101
	15	Autocross No. 7	8:00am to 12:00pm	BWI Parking Lot on Mathison Way (http://pcachs.org/activities-events/autocross/schedule/)
	22	Social & Fall Leaf Tour	10:30pm to 2:00pm	Fall Foliage Tour, Baltimore County, Carroll County, Frederick County, Washington County – including the Catoctin Mountains
	29	First Fruits – Community Service	8:00am to 12:00pm	First Fruits Farm – 2025 Freeland Road, Freeland, MD 21053
November	5	Tech – Racing Cars	9:00am to Noon	Morgan State or Johns Hopkins Univ. – SAE Open Wheel Race Car Builds
	9	Board Meeting	6:30pm to 8:30pm	Park View Ellicott City, 8700 Ridge Road, Ellicott City, MD 210436
	12	Tour		TBD
	15	Social	6:30pm – Dinner	TBD – Howard County
December	11	Kindertime Toy Drive	9:00am to 2:00pm	Porsche of Towson, 700 Kenilworth Dr., Towson, MD, followed by lunch at TBD
Events Calendar—2017				
January	14	After Holiday Party	6:00pm to 11:00pm	Turf Valley Resort, 2700 Turf Valley Road, Ellicott City, MD 21042, 410-465-1500

Member Spotlight - Rob Mairs, Techni

Meet Rob Mairs

I was born and raised in California and I was always interested in things mechanical. My father was, shall we say “mechanically challenged”, so my mother always came to me to fix things around the house. As a result I had a lot of experience at “fixing stuff” at an early age. Living in California I had an early exposure to the hot rod/custom car culture as it evolved in Southern California. One of my first major mechanical forays was trying to build a go-cart from scratch using a discarded Briggs & Stratton engine pulled from a junked lawn mower; it didn’t work. Prior to legally driving I was always messing with my dad’s cars. I would stripe his car using Von Dutch or “Big Daddy” Roth striping decals, at one time I replaced 1 of the cars mufflers with a glass pack muffler (all I could afford) just to hear the sound, or once I attached a string to the 4 barrel carburetor secondary’s to see how much more power it would provide when I pulled on it from inside the car: nothing much! My tampering always brought the same result as my dad would come in from the garage and I could hear him say in a very loud, angry voice: “ROBERT, what have you done to my car?”

I must have subscribed to Hot Rod magazine when I was in Jr. High (North Hollywood) and my first car was a ’50 Oldsmobile that I rebuilt and customized in my High School auto shop class; the teacher took pity on me and the car became the class project and at no cost to me for parts. During

my college days I had a ’55 Austin Healy and after a couple of years of spirited driving, I fried the engine. I had seen a how-to article in Hot Rod magazine on someone who had replaced the Healy engine with a 283 cubic inch Corvette engine so over one summer that is what I did. I worked the swing



shift at a lumber mill (Eureka, CA) and then worked all day on the Healy. It was an awesome ride except I kept breaking rear axles if I got too exuberant upon acceleration! I particularly enjoyed driving through Bob’s Big Boy drive-in in Santa Barbara with the hood off so all could see the 3 dual carbs, Corvette valve covers and hear the lopping V8 inside – those

ical Committee Co-Chair

were the good old days! My last year in college, UC Santa Barbara, after I wrecked the Healy, I ordered a yellow '65 Pontiac GTO. I didn't have enough money to pay for it so I borrowed some cash from soon to be brother-in-law (he was a banker) and I told the University financial aid of-



Rob and his 1955 Austin Healy

fice I was running out of money, got a loan from them and used it to partially pay for the GTO! I kept it for a few years, graduated from college, got married and then got the itch for a Porsche which turned out to be a '63 Super Cabriolet.

I guess I didn't realize it at the time but Porsche got their hooks in me pretty early in life when my

mother's cousin took my dad and me for a ride in his new 356 coupe through Mulholland Canyon, CA. Oddly enough I remember being amazed at how flat the car remained going around curves compared to my mom's Ford Country Squire station wagon. Years later I bought my first Porsche, a silver '63 356 Super cabriolet. Since that first cab, I have owned an Irish Green '70 911S, a Sepia Brown '72 911E, a Summer Yellow '87 Carrera, a Pastel Yellow '98 Carrera S, a Glacier Blue '57 356 Outlaw coupe, a backdated '73 Viper Green Carrera RSR, a Signal Orange 914/6 and my latest, a 2014 Geyser Grey 50th Anniversary 911. I have always liked the more unusual Porsche colors!

About a year after college my wife Diane and I came out to Washington, DC with the Navy and we towed the 356 behind my wife's '66 Mustang. I joined the PCA Potomac region in '68 and participated in a number of events but never really got too involved in the Region other than an occasional swap meet, autocross or DE's at Summit Point. I did spend a lot of time ogling cars at Joe Heishman Porsche/Audi in Arlington. I also drove up to the Pocono Parade in '74 but just for the day. I eventually let my membership lapse around '85 before rejoining in 1991.

Besides family, cars and a little golf, my real passion has been sailboat racing. I sailed a little as a kid with my dad but I really got involved after seeing a Bruce Brown produced Hobie Cat film at a boat show in Miami in '69. It featured Hobie Alter and his friends on the Hobie 14 going in and out of the surf and flying hulls. I had

Member Spotlight - Rob Mairs, Techni



Rob's Collection

never seen anything like it and I was hooked and ordered 3 and became the Hobie dealer for the Washington, DC area! Over the next 6-7 years, I raced a lot and won a lot going to regional, national and world championships. This all led to more boats and racing, going to the Olympics, doing an America's Cup in 1977, and sailing in multiple offshore races with destinations such as Hawaii and Bermuda. I just realized I have been racing in the Annapolis Yacht Club's Wednesday night series for 21 years. I continue to thoroughly enjoy racing

with my kids, kids' spouses, grandkids and friends on our J/80 sailboat, the "Puffinator."

As you can probably tell from the above comments and my being one of the technical committee co-chairs, I enjoy messing around with my cars. My latest dive into car innards was to completely tear down the engine and transmission in my 914/6 as well as the rest of the car. It is now back together, been dyno tuned by John Behe and runs like a top. But I have had some other fun transplants such as replacing the engine in a

ical Committee Co-Chair

VW camper with a Chevy Corvair 6 cylinder engine, tripling the horsepower. I used the camper for going to out of town sailboat races all up and down the East Coast. That was one sweet ride that I wish I still had. I have a pretty well-equipped garage and I can handle most anything. However I do take my cars to the dealer or a repair shop for routine and not so routine service.

It might seem incongruous or inconsistent that a garage techie like me would also like perfectly kept cars and concours events but I do. I regularly enter the Chesapeake Challenge concours and have won Best in Show twice with the pastel yellow 993 C2S that I owned and I recently came in 2nd at the Vermont Parade with my Viper Green back-dated RSR and I would have won if had not left a water bottle under the driver's seat!

So that's my story which started subconsciously as a 12 year old kid in the back seat of a 356A coupe to where I am today with 3 of the damn things and wishing I had more garage space!



Wednesday Evening Racing On The Bay

New Member Party - September 10th

Fall New Member Party Porsche of Silver Spring Raffle Winners

Wow! What a great party we had!! No, there weren't any margaritas this time...just coffee and donuts. But we still know how to party, even if it's early in the morning!!

special thank you to all the members who came out to help Aaron and I welcome Chesapeake's Newest Members. There were approximately half new members and half current members. We even had some people who have been Chesapeake members for over 30 years show up. Also in attendance were Board members who spoke briefly about the different types of events and activities Chesapeake Region provides. We discussed Socials, Commu-

NEW ME

1 PCA Wine T

2 PCA Tea Cup

3 PCA Key cha

4 PCA Sunglas
Werks Reun

5 Steve McQu

6 Werks Reun

7 \$150 Gift Ce
(x2)



Photo By: Aniano Arao

Our proud sponsor, Porsche of Silver Spring hosted our Fall New Member Party and we had such a great turnout, about 50 people. A very

nity Service, Autocross,

Concours, and the Chesapeake Challenge and After Holiday Party.

Not familiar with any of these events and activities? Then please visit our website <http://pcachs.org/> for more information.

After some much needed caffeine and fun mingling with new and old members, we gave away some great door prizes!!

WINNER! WINNER!! CHICKEN DINNER!!!

George Grisham, Ryan Golom,

MEMBER PARTY AWARDS - September 10, 2016

Tote (New Design)

Dave McGill2

Pop and Spoon

Jim May

Paints (x2)

**Aniano Arao
Patsy MacInnes**

**Ass Bags and
Union Grill Badges (x4)**

**George Grisham
John Glazier
Ryan Golom
Alex Walker (son of AutoX Chair Pat Walker)**

Green Drive Porsche Posters (x4)

**Susan Lewis
Will Gibson
Mark Hubley**

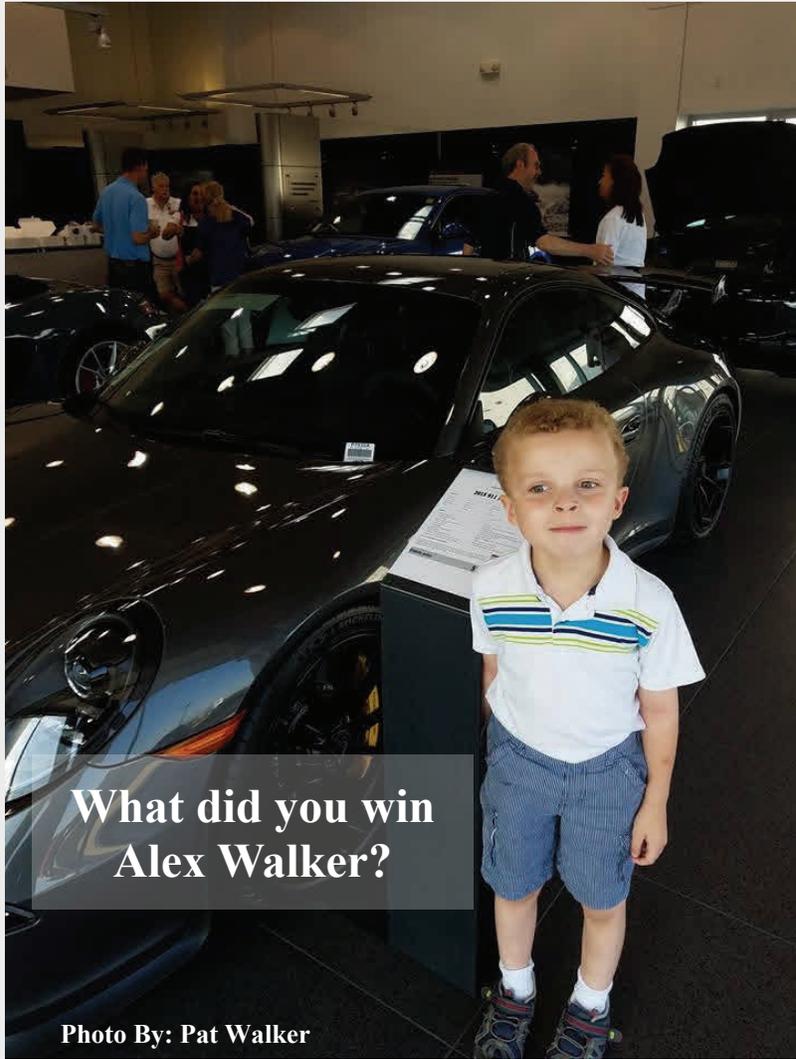
Union Canvas Tote Bags (x3)

**Boyd Campbell
John Lewis
Steve Kubisen**

Certificate to Porsche of Silver Spring

**Rick MacInnes
Laurie Tarsia**

New Member Party - September 10th



What did you win
Alex Walker?

Photo By: Pat Walker



Photo By: Pat Walker



Photo By: Pat Walker



Photo By: Aniano Arao

Anyone who attends is eligible to win...all you have to do is show up!!

Did you miss the fun? Don't worry...we will have another one in the spring. **New members are considered anyone who has joined PCA or transferred into the Chesapeake Region in the last 2 years.** So if you fit that description and haven't attended and New Member Party...it's not too late!!! All New Members receive a New Member Swag Bag & New Member Welcome Packet. Additionally we have a "free for all" swag table and door prize raffles!!



Photo By: Pat Walker

Not a new member? Like free stuff and meeting new people plus the chance to win great prizes...



Photo By: Aniano Arao

then please attend future New Member Parties and help us Meet and Greet New Members!!!

Please join us for the Spring New Member Party!!!

Aaron and Minta Miller
Chesapeake Region Membership Co-Chairs.



Southern Garage Crawl

Southern Chesapeake Region Garage Open House, Drive and Lunch:

Wow, another great Garage Crawl/
Tour under our belt! Saturday
August 27th dawned sunny,
warm and humid but upwards of
60 intrepid soles with nearly 50 cars showed up at
8 in the morning to begin a tour of four member
garages. Our Technical and Tour committee co-
chairs listening to the members inputs put to-
gether a great drive through a somewhat suburban
area leading us to four great homes.



Photo By: Lynda Sobus

Starting at a “park and ride” along MD Rt #97, Aniano Arao and Rob Mairs presented a rundown of the day’s activities, route and safety instructions and off we went. After a 15 minute drive we arrived at **Rob Abbott’s** home with his collection of cars plus coffee and donuts. As can see from the photos Rob has quite a collection plus he keeps two cars in California so he can participate

FIRST STOP - Rob Abbott’s



Photo By: Fraser Dachille

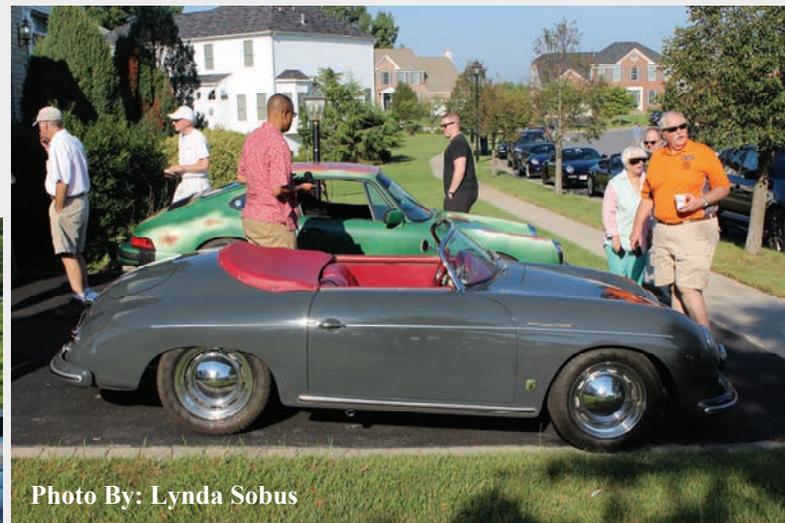


Photo By: Lynda Sobus



Photo By: Marcus Frank

in several multi-day driving events such as Targa-California held on the West Coast.



Photo By: Fraser Dachille

SECOND STOP - Randy and Janet Richter

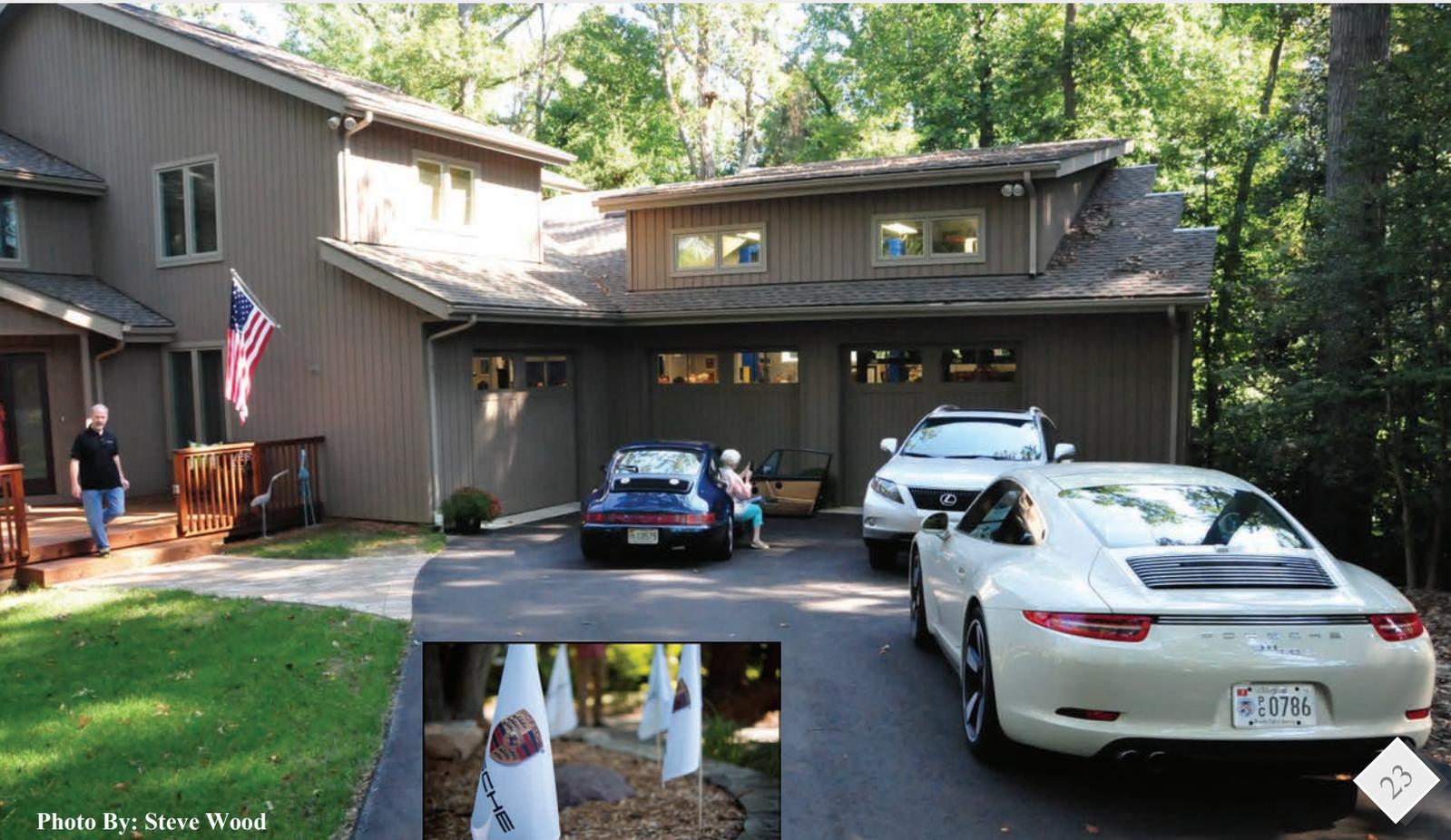


Photo By: Steve Wood

Southern Garage Crawl

SECOND STOP - Randy and Janet Richter (cont.)



Photo By: Steve Wood



Photo By: Lynda Sobus



Photo By: Lynda Sobus

Next stop was **Randy and Janet Richter's** home in Arnold, Maryland. They have recently completed a complete renovation of their home and added a garage that would delight any gearhead or collector. They put a lot of thought into their garage and if you look carefully you will see some of the more unique features such as the lights in the floor. As did Rob Abbott, Randy and Janet had a nice collection of memorabilia hanging on the walls as well.

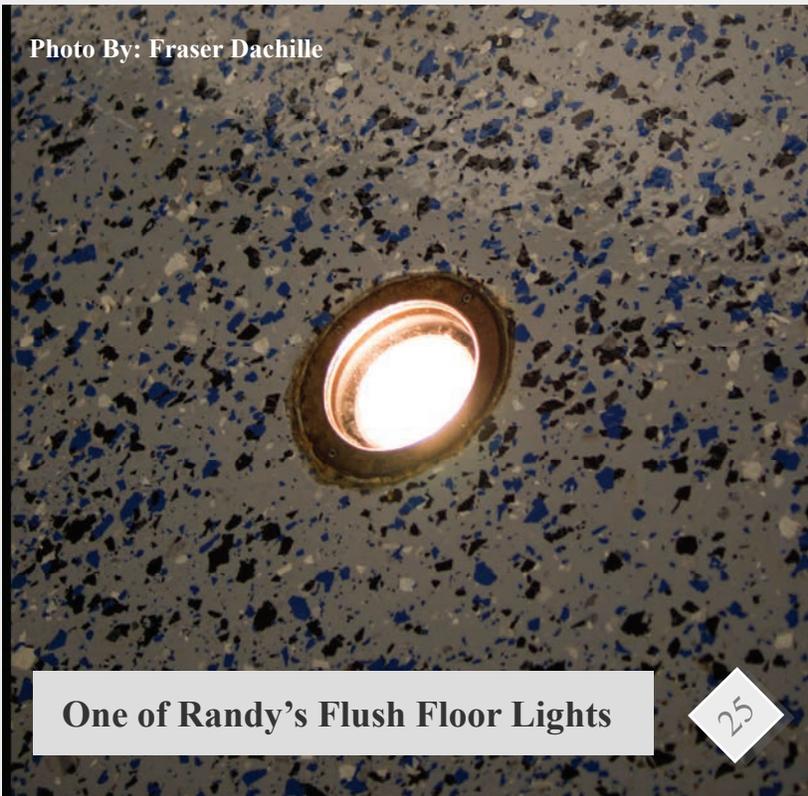


Photo By: Fraser Dachille

One of Randy's Flush Floor Lights

Southern Garage Crawl

Welcome to Janet & Randy's Garage- there is water in the cooler in the garage. Directions to Restrooms, and Deck/Waterfront are posted. Please ask if you have any questions.

Technical Details for those of you who might have an interest

- All lifts are from Greg Smith Equipment in Delaware
 - Large four post lift is 9000 lbs capacity and is powered by 230VAC
 - Two post lift is 10000 lbs capacity and is powered by 230VAC
 - Small four post lift is 8000 lbs capacity and is powered by 110VAC
- Doors are oversize at 9 ft wide and 8 ft tall
- Garage is fully insulated with 6 or 8 inch walls and full HVAC
- Garage is internally plumbed for air distribution with seven outlets
- Compressor is 5hp dual stage BelAire (parent company Atlas Copco makes commercial compressors)
- Floor
 - 3500 PSI concrete reinforced with fiberglass strands, two layers of 2x2 steel mesh, and one layer of 12x12 rebar
 - Integral pour of footings under two larger lifts
 - Coating is U Coat It, four coats: two grey and two clear. Flakes added for non-skid. Self applied.
- Lighting
 - Ceiling- T5 fluorescent with mirror reflectors
 - In floor- Boca 5000lbs drive over explosion proof
- Electrical
 - Six 230VAC 30 amp outlets for welding, compressors etc.
- Skylights – remotely operated and auto rain closure
- Hot and cold water hose bib with floor drains
- Fully motion alarmed

THIRD ST

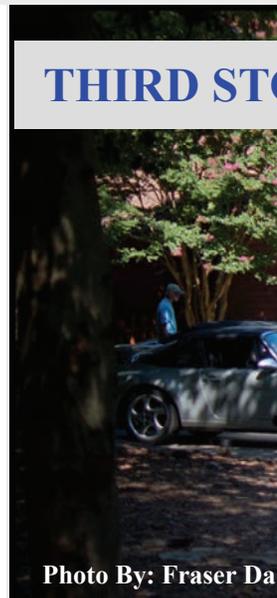


Photo By: Fraser Da



Photo By: Lynda

OP - Chris and Marsha Swatta



chille

We then headed off to **Chris and Marsha Swatta's** home secluded yet not far from the Annapolis Mall. I lost count of their cars. There were 6 outside ranging from a Carrera of late GT3s and inside a couple of 356s, a Beck Spyder and a 997 cabriolet that was in a state of disassembly. Chris seems capable of doing just about anything mechanically to any year Porsche and most likely he has.



Sobus

Southern Garage Crawl

FORTH STOP - Donna Brandt and Warren Schultz



Photo By: Steve Wood



Photo By: Steve Wood

About this time many of us were beginning to have hunger pains so off we went to **Donna Brandt and Warren Schultz's** gorgeous home on the Rhode River. We had arranged for some catered food and all participants brought a combination of drinks, salads, chips, deserts, etc. **Donna and Warren** have a brand new garage right next to a beautiful pool over-



Photo By: Steve Wood



Photo By: Steve Wood

Southern Garage Crawl



Photo By: Marcus Frank

looking the river. Although it was hot, there was a nice breeze and we all sat on the lawn or near the pool eating lunch.

It was lovely day and thanks to all the home/garage owners for allowing the rest of us to peek into your garages and homes.



Photo By: Lynda Sobus



Photo By: Lynda Sobus



Photo By: Lynda Sobus

Werks Reunion - Photo Selection - Aug



August 13th



Autocross No. 6 - September 18th



Porsche Club of America
FUELED BY VOLUNTEERS

Autocross Event No. 6

The perfect day for autocross!

Is it too much to ask for a temperate cloudy day with a mild breeze when we hold an autocross event? Apparently not, because that is exactly what we had and it was fantastic! Forty-nine drivers came out to race around the cones, drink ice-cold water from our fancy cooler, and hawk our live timing software on their phones.

Fastest time of the day (FTD) went to Anthony Martell in his Mitsubishi Lancer Evolution with a 43.657-second run. David Critcher came in second place overall in his 993 and was 0.832 second behind Anthony. Our two largest Porsche classes of the day were P5 and S3 – the victories for these classes went to David Critcher (1996 C2) and Yaroslav Burmaka (2000 C4), respectively. Great driving!

We continue to incorporate a PAX time for our Porsche drivers. This is essentially a handicap and each driver's PAX time is an attempt to take the capabilities of their vehicle out of the equation. Our top three drivers for PAX time were (in order) David Critcher, Yaroslav Burmaka, and Vincent Rock. Let the trash talk commence!





Our last event of the official season is Saturday, October 15th at our usual BWI location. Registration opens on-site at 7:45 am and our first run of the day will be at approximately 9:30 am. If you just want to come by and check out the event, feel free to show up anytime before 1:00 pm and we'll be driving.

If you feel like heading out to the eastern shore, we have one more autocross event on Saturday, October 29th as part of a fundraiser known as "Wags N Wheels". The purpose of the event is to raise money for a non-profit no-kill animal shelter called Baywater Animal Rescue. There will also be a car show, food vendors, and other activities if AX isn't your thing. Registration will open around 9:00 am since most of us will have a bit of a drive to get there. The location is in front of an out-of-business Kmart: Cambridge Plaza Mall Route 50, Cambridge, MD 21613

We hope to see you soon and until next time, drive safe!

**Very respectfully,
Pat Walker and Ryan Golom
PCA Chesapeake Region AX Co-Chairs**



Eastern Shore Tour & Social - Photo M





PCA Open House - September 17th

Alban Announces East Coast Location of The 2017 Werks Reunion At PCA Annual Open House



The 2017 PCA Werks Reunion will be held in Florida on March 10, the Friday before the Amelia Island Concours d'Elegance, according to Manny Alban, past national president of PCA.



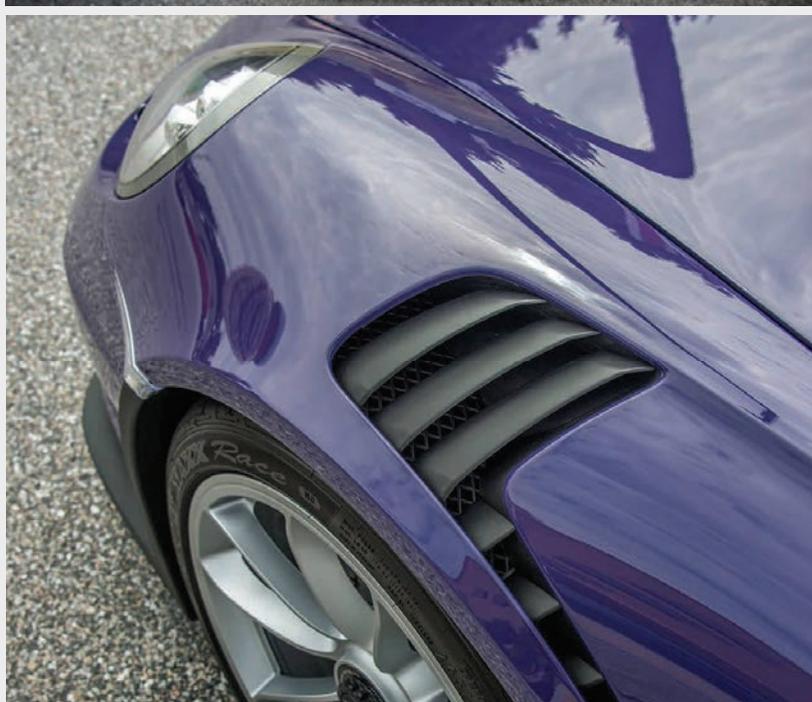


He announced the event on Sept. 17 at the club's national-office open



PCA Open House - September 17th

house in Columbia, MD.





PCA Open House - September 17th



Hundreds of members showed up, bringing along more than 300 Porsches. The attendees came and went from 10 am to 2 pm. Many of them had signed up weeks earlier for guided tours of the national office.

A catered barbecue lunch was offered, courtesy of Hollywood Wheels Auctions & Shows. Executive Director Vu Nguyen awarded several door

prizes. The items were donated by Michelin Tires, Bose, Fanatec, Cocomats.com, Griot's Garage, Porsche Cars North America, Auto Armour, XPEL Paint Protection, and others.



VIVE LA FRANCE! GORDINI, CITROËN SHOW, RACING RENAULTS

Hemmings

SPORTS & EXOTIC CAR

OCTOBER 2016 #134 \$4.99

THE FINEST COLLECTOR CARS FROM AROUND THE WORLD

TRANSAXLES

AT

40

STUTTGART REBELLION

Porsches that
defied tradition



1977 TOYOTA CELICA:
STRAIGHT-SIX TRANSPLANT



JAGUAR MK X: BUYING ADVICE

PLUS:

- » LANCIA FULVIA
DRIVEABLE DREAM
- » MILLE MIGLIA
REPORT
- » GOODING AT
AMELIA

When Convention was

Unconventional

Looking back on Porsche's 20 years
of transaxle-equipped sports car production

BY MARK J. McCOURT
IMAGES COURTESY PORSCHE ARCHIVES

From their earliest days, Porsche sports cars had a reputation for telepathic steering and tenacious traction... and for being widowmakers when pushed beyond the limit. Enthusiast drivers considered the hairy handling effects of that rear-engine placement—and the skill required to master them—key marque traits and badges of honor. But from the mid-1970s through the mid-1990s, this automaker made the bulk of its production and sales

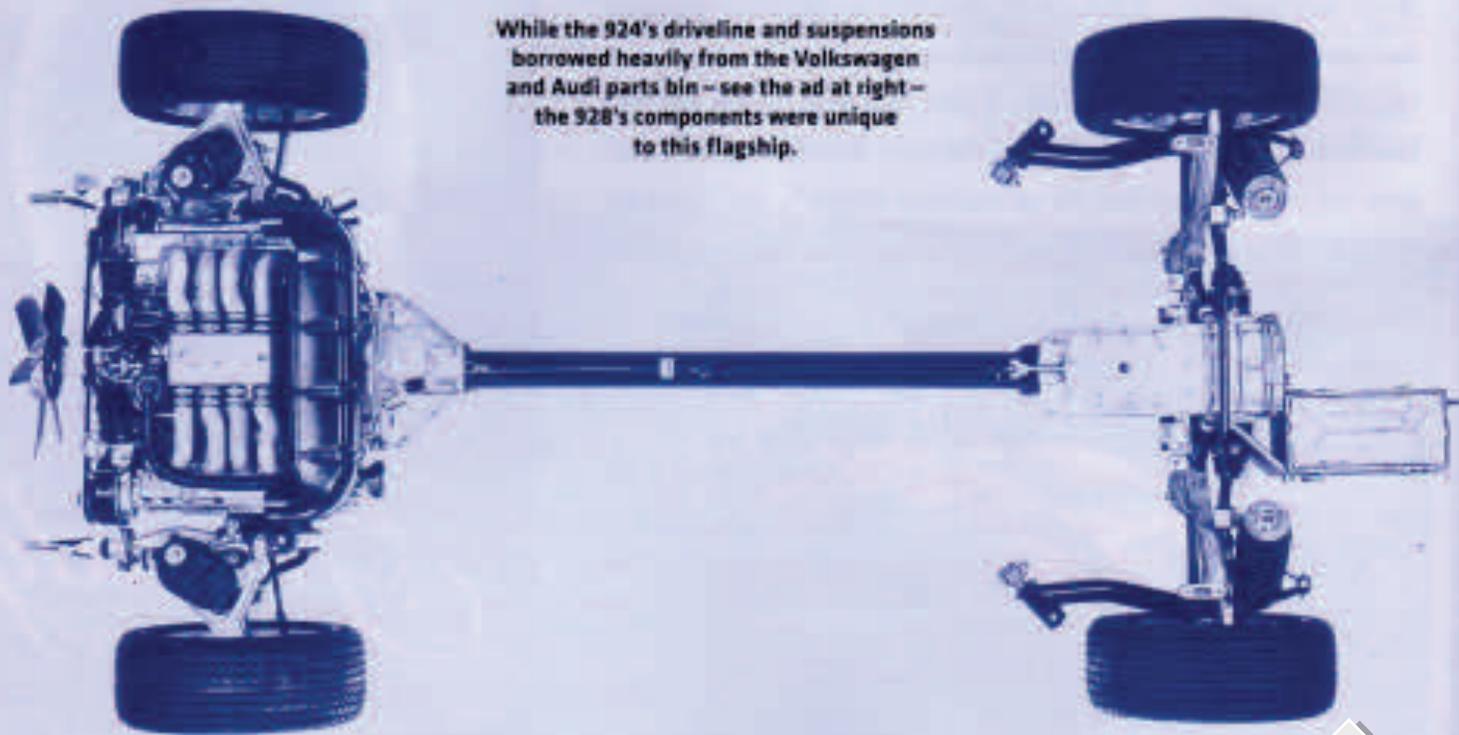
from model lines that turned the traditional Porsche engineering solutions inside-out, and their success kept the automaker alive and primed it to grow and thrive today.

This year, Porsche is celebrating the 40th anniversary of its transaxle model family, which first reached the market with the 1976 924, and went on to include the 944, 968 and 928, the latter two ending production in 1995. An inspiration for this transaxle line was Volkswagen's desire to

offer a "more conventional" sports car than the mid-engine 914 the Wolfsburg concern shared with Stuttgart; that entry-level model was sporting and efficient, but its design had forced compromises in packaging and limited the potential to borrow from VW's parts bin. The 924 would need to offer 911-equivalent interior volume, 2 + 2 seating, and share as many parts as possible with Volkswagens and Audis.

Nothing was taken for granted: Porsche's

While the 924's driveline and suspensions borrowed heavily from the Volkswagen and Audi parts bin—see the ad at right—the 928's components were unique to this flagship.



engineers—tasked with developing this car for Volkswagen and believing it would be sold as a VW-Porsche, like the 914—considered many possibilities, including air-cooled versus water-cooled engines, rear-, mid- and front-mount placements, and the choice of conventional transmissions or transaxles. Noting the availability of Volkswagen's transaxle assemblies for front-drive and rear-engine cars, and those units' ability to support manual and automatic gearboxes, this method was chosen for mating with the SOHC 2.0-liter four-cylinder engine, under contemporary development by Audi for its 100 and VW's LT van. This front engine/rear transaxle solution was technically intriguing, as befitting a Porsche project; it offered balanced weight distribution and controllable handling characteristics without losing agility; and it adapted nicely to the V-8-powered model also in the works.

Audi-developed components would underpin the production 924, with that water-cooled, fuel-injected inline-four up front and four-speed manual or three-speed

automatic transaxle in the rear. These components were joined by a rigid, straight steel tube that created a single drivetrain unit, akin to an early-1960s Pontiac Tempest's "rope drive." This 67-inch-long tube contained the driveshaft that spun at the engine's RPM. The manual transmission's 8½-inch, cable-actuated clutch was mounted behind the engine.

The transaxle unit was a die-cast aluminum case incorporating the bellhousing, the top two transmission gear sets and final drive gears up front, while the removable rear section housed the bottom two forward gear sets and reverse gear; the entire four-speed unit weighed 105 pounds. Shifts were actuated by a linkage riding atop the driveshaft tube and reaching the gear-selecting yoke bars through a cross shaft in the top of the unit. The driveshaft itself was a 10-pound, 67-inch-long, 20-mm-diameter steel bar with splined ends that mated the clutch and transaxle. It was found to first resonate in bending at 6,300 RPM, but in amplitudes that were tolerable.

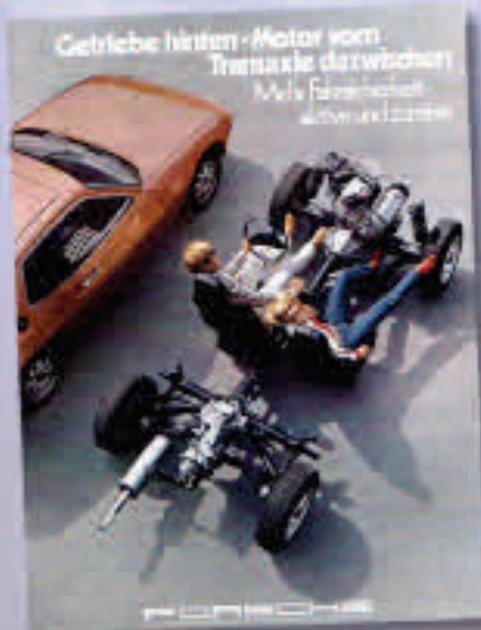
The transaxle was supported in the rear by a Volkswagen Super Beetle-derived trailing-arm suspension incorporating a transverse 22-mm torsion bar, and power went to the rear wheels through double universal-jointed Type 181 Thing half-shafts. The slant-mounted four-cylinder and Golf/Sirocco rack and pinion steering were held up by a MacPherson strut front suspension using other Type 1 and Golf/Sirocco parts. Weight distribution was a near-ideal 48 percent front, 52 percent rear. And everything was cloaked in a rounded

form that echoed previous Porsches and offered a family resemblance to the 928 that would soon enter production.

When the VW-Porsche company that was set up to market the 914 was dissolved in 1973, Volkswagen got the rights to the 924, since it had bankrolled the development. It was decided this sports car would be built in Neckarsulm (just 20 minutes from the Porsche works) and succeed Audi's 100 Coupé S, but Porsche would eventually take over the car altogether, with Volkswagen acting as a subcontractor.

When the 924 reached the market in 1976—it was an early 1977 model in the U.S., priced at \$9,395—it was considered slick and stylish, if a bit unrefined in engine noise, suspension tuning and interior furnishings. Period testers felt the car lacked the spark that would make it a true Porsche, but everyone loved the neutral balance, natural agility and vice-free handling that its transaxle setup provided. Indeed, Porsche's own tests proved the 924 could match the "true" Porsche's (911) 0.87g lateral acceleration.

Reaching the road shortly after the 924 was the front-engine grand tourer that Porsche management initially conceived to replace the 911, a futuristic-looking luxury sports car that was the first production model this automaker designed 100-percent in-house, containing no vestiges of Volkswagen influence. The 928 had also been considered with various rear- and mid-mounted engine designs before settling on the front engine/rear transaxle layout, and its water-cooled, 4.5-liter SOHC



"Transmission rear, engine front, transaxle between. More driving safety, both active and passive."

PRICE GUIDE

924	944	968	928
Low.....\$1,000	Low.....\$2,500	Low.....\$7,000	Low.....\$6,500
Average.....\$6,000	Average.....\$7,000	Average.....\$14,000	Average.....\$14,000
High.....\$25,000	High.....\$40,000	High.....\$35,000	High.....\$75,000



1981 924 Carrera



90-degree V-8 engine would be more powerful, refined and easier to adapt to future noise and pollution regulations than an air-cooled variant.

While basically similar to a 924's setup, the 928 driveline was more complex and uncompromised for pure performance. The senior car would use a new and unique transaxle that placed the Porsche-designed manual or Mercedes-Benz-sourced automatic transmission ahead of the final drive, rather than behind like the 924's; this centralized the component weight within the wheelbase, and allowed better packaging behind the passenger compartment. Also aiding packaging was the 77-pound battery and housing, which hung off the back of the transaxle housing and, unusually, helped suppress driveline vibration and resonance.

The 928's transaxle housing featured covered access ports on top and in the back. The rigid, straight steel tube joining

the cast-aluminum engine and transaxle had a roughly four-inch diameter, and the steel driveshaft itself was 25 mm in diameter and 67 inches long. Manual gearbox models had this riding on rubber-mounted support bearings that raised its critical resonance speed to 9,600 RPM. Differing from the 924's, this transaxle was positioned so this driveshaft entered the unit by the mainshaft, where the pinion and ring gear were driven; below the mainshaft was a countershaft that drove the first four gears and reverse, and top gear was direct, 1:1-drive. The five-speed manual used a racing pattern dogleg first gear and was shifted through a hydraulically-actuated

7½-inch-diameter twin-disc clutch, while the Mercedes three-speed automatic featured a torque converter that required a different floor stamping for clearance.

Another area in which Porsche engineers successfully stepped out of their comfort zone was in the 928 suspension design. Traditional torsion bars were replaced by coil springs over tubular shocks, and parallel wishbone setups—inspired by the company's own racing successes—provided firm control of wheel motions. Standard ZF power steering, mounted behind the front wheels for better weight distribution, assisted the rack and pinion unit up front, while the transaxle was supported by a unique



924: This model's water-cooled 2.0-liter SOHC inline-four was an Audi development, while this car's transaxle was designed by Volkswagen engineers. That combination gave this car the near-50/50 weight distribution that was a key factor in its forgiving handling.

rear suspension dubbed the "Weissach axle." This featured two-part lower and single upper wishbones whose design and mounting prevented the instability-causing rear wheel toe-out under hard cornering lift-off that would normally encourage oversteer. And while a rear anti-roll bar was initially optional on the 924, a 21-mm-diameter unit was standard on the 928.

This powerful GT also featured 2 + 2 seating and an accommodating hatchback design, and its polyurethane plastic front and rear bumpers were so well integrated as to virtually disappear. The body's coefficient of drag was about the same as a 911's, while offering negligible lift at autobahn speeds, and it offered 911-levels of torsional rigidity. And the front/rear weight distribution? A perfect 50/50. The engineering that went into the 928 was evident to all, and almost immediately, it was awarded 1978 European Car of the Year. The reviews were largely stellar, again focusing on the neutral, predictable handling, enjoying the V-8 torque and interior comfort—although some complained, as they had with the 924, that it didn't feel like a true Porsche.

In typical fashion, the Stuttgart firm continued to refine its entry-level transaxle car as the model years progressed, adding flexibility and power to the capable 924 chassis in the forms of the five-speed manual gearbox and 1979's Turbo variant, which was noted to offer near-911SC performance. A 1985-1988 ('87-'88 in North America) 924S used the 944's 2.5-liter engine. Competition 924s would include the giant-killing Carrera GTP, GT5 and GTR. And those cars, with their powerful engines and bolder bodywork, influenced the creation of that Eighties icon, the 944.

This evolution of the 924 concept brought the muscle. The heart of the 944 was a new, all-aluminum 2,479-cc four-



944: The Porsche-designed aluminum 2.5-liter SOHC inline-four and beefier body gave the 944 more cred with the naysayers. The Turbo variant was potent from the factory, and with tuning, could be made to worry 911 drivers with its power and balance on the tr



cylinder that was derived from the 928's V-8 and fitted with counter-rotating balance shafts for smoothness. Also adding refinement to the drive were liquid-filled rubber engine mounts and additional solid rubber mounts for the transaxle and steering rack. A handsomely integrated, yet tough, wide-body look created by flared steel fenders had been inspired by the 924 Carrera GT, and the 944 achieved even better balance than the 924, at 50.7 front/49.3 rear.

Notable upgrades kept this car at the top of many most-wanted lists. Mid-1985 944s received lighter cast-aluminum suspension components. The 1986 944 Turbo offered 217 hp (up from a naturally aspirated 143) and improved aerodynamics, while a 16-valve head on the 944S brought 187 hp. A 2.7-liter, 163 hp engine was

standard 944 fare for a short time, but the ultimate roadgoing 944 was 1988's limited-production eight-valve Turbo 5, its 247 hp allowing a 162 MPH top speed. The 944 S2 of 1989-'91 was powered by a 3.0-liter, 16-valve, 208-hp engine, which would—in refined form—power the ultimate four-cylinder transaxle Porsche, the 1992-'95 968, a car the company claimed was 80-percent new.

It wasn't only the sleek 928-inspired bodywork that set the 968 apart from the 944, but this model's mechanical com-

ponents at either end of that driveshaft tube. The DOHC 3.0-liter engine gained "VarioCam" inlet camshaft timing control to make a near Turbo-level of power (236 hp), sans turbo lag. And the transaxle underwent major revisions with a Getrag six-speed manual replacing the old five-speed, plus the availability of a four-speed automatic with industry-leading Tiptronic dual-mode shifting capability, a forerunner of today's PDK gearbox. A true 50/50 weight distribution was also claimed, with the ultimate 968 performer being the Club



968: The aluminum-intensive suspension components used in the 968 further enhanced the stability the transaxle design had established, and this car's new gearboxes were highly sophisticated. Low production figures have helped 968s retain their value.



Sport-derived Turbo S. The 968 would have the lowest production of any transaxle model (fewer than 12,800 in total).

If we consider the four-cylinder cars together, we see this line's horsepower ratings more than triple; the already-powerful V-8 cars gained more than 100 hp through the years. These transaxle models—of which nearly 400,000 were built in total—were developed and refined as only Porsche could do, and, at times, they could equal the performance of the contemporary 911, despite company bosses requiring them not to step on the flagship's toes. Marque loyalists always seemed to favor the air-cooled rear engine that upheld Porsche design tradition, although the transaxle models were more often the ones that brought new buyers into the fold.

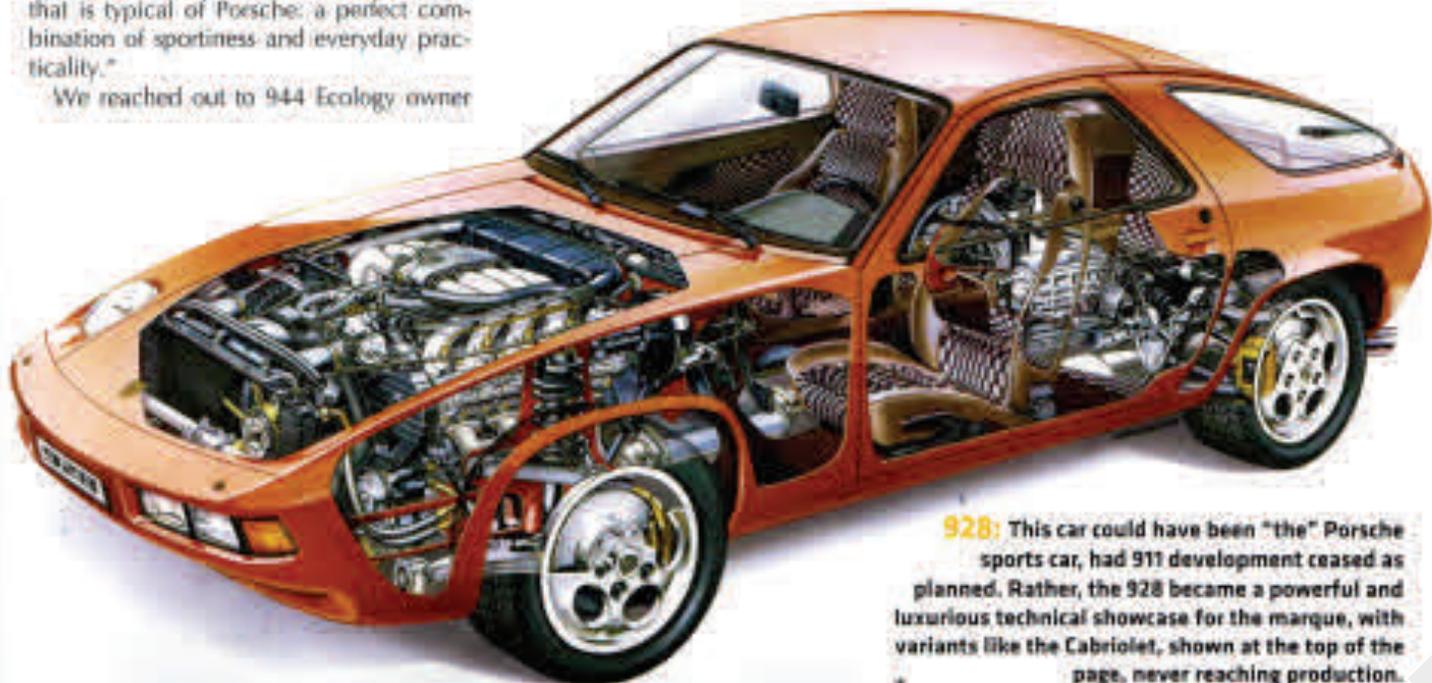
Porsche remains proud of how groundbreaking its transaxle models were in their day, and how these cars pushed the automaker into new technical territory while growing its customer base. In launching a special transaxle exhibit at the Porsche Museum, the company acknowledged their economic importance, and noted: "Underlying this success is a philosophy that is typical of Porsche: a perfect combination of sportiness and everyday practicality."

We reached out to 944 Ecology owner



and transaxle Porsche specialist George Beuselinck for his thoughts on the place of those four- and eight-cylinder cars in the company's canon. "I think the transaxle cars kept the marque going by raising the numbers of vehicles sold, especially during the mid-'80s to mid-'90s, when sales of the much more expensive 911 cars were lagging due to competition in their price tier," he says. "It was that infusion of cash that kept the Porsche brand, and the Porsche dealer network, viable. The Cayenne, Boxster and Panamera were logical extensions of the transaxle cars, coupled with sharing technology and manufacturing with Volkswagen AG, that have made Porsche the brand that it is today."

Of course, historical importance doesn't always equate to preservation or value, as new parts availability for water-cooled models isn't as comprehensive as for air-cooled ones, and 924, 944, 968 and 928 prices have remained largely steady, while classic-911 prices have skyrocketed in recent years. Restoring standard transaxle models, even turbocharged examples, is likely to cost more than they're worth, but George notes that historically significant examples—those with documented race history, those that were part of the Rothmans Cup and Turbo Cup series, and the very rare 968 Turbo S—have appreciated in the past two decades, and will continue that trajectory. 🏁



928: This car could have been "the" Porsche sports car, had 911 development ceased as planned. Rather, the 928 became a powerful and luxurious technical showcase for the marque, with variants like the Cabriolet, shown at the top of the page, never reaching production.

Evolution of a Species

Porsche's swan song in the front-engined, four-cylinder market, the 968, offered a compelling alternative to the 911

WORDS AND PHOTOGRAPHY BY TERRY SHEA



Next Month - We'll Explore The 968

Order Your PCA Chesapeake Region E

Chesapeake R

Would You Like To Own An Embroidered PCA Chesapeake Region Jacket?

We recently asked the membership the above question and the first 100 respondents to the survey were afforded the opportunity to purchase a male or female jacket in black or white for \$50 each, a discount of \$20 off the regular price of \$70.

We'll for those who missed the first opportunity to buy the jacket, we are now taking orders for the next batch of 25 jackets.

If interested, please remit **\$70** to our Treasurer, Lynda Sobus **via check or PayPal**. If by check,

send your check to **Treasurer P.O. Box 767 Havre deGrace, MD 21078**. If by PayPal, send it to: treasurer@pcachs.org from the PayPal.com website.

In addition to your payment, send an email message to the editor@pcachs.org and indicate: **a.) Color, b.) Style (male or female), and c.) Size from the Sizing Chart on page 54.**

Once 25 orders are received, the entire order will be placed with the manufacturer.



Region Members

ULTRA-COOL COOL-WEATHER LOOKS

POF

OUTERWEAR

PORT AUTHORITY® EMBARK SOFT SHELL JACKETS

Classic soft shell design merges with modern two-tone graphics in our Embark Soft Shell Jacket. This eye-catching way to battle rain and wind features a zip-through cadet collar and adjustable cuffs for the perfect fit.

- 93/7 poly/spandex woven bonded to 100% polyester knit lining
- Self-fabric adjustable tab cuffs with hook and loop closures
- Front zippered pockets

EMBARK SOFT SHELL JACKET 307

ADULT SIZES: XS-4XL

LADIES EMBARK SOFT SHELL JACKET 307

LADIES SIZES: XS-4XL



307/L307	
WARMTH RATING	MILD <input type="checkbox"/> WARM <input checked="" type="checkbox"/> WARMER <input type="checkbox"/> WARMEST <input type="checkbox"/>
WATER PROTECTION	WATER-RESISTANT <input checked="" type="checkbox"/> WATERPROOF <input type="checkbox"/>
WIND-RESISTANT	<input checked="" type="checkbox"/>
EMBRIC WATERPROOF RATING	1000MM
EMBRIC BREATHABILITY RATING	1000G/M ²
INNER LINING CONSTRUCTION	POLY KNIT
WATER PROTECTION METHOD	LAMINATE FILM AND WATER-REPELLENT FINISH



SIZE CHARTS

SIZE CHARTS OFFER HELPFUL SIZE GUIDELINES.
FOR MORE DETAILED INFORMATION, REQUEST A PRODUCT SPEC SHEET.

PORT AUTHORITY

ADULT SIZES	XS	S	M	L	XL	2XL	3XL	4XL	5XL	6XL	7XL
REGULAR/TALL* CHEST	32-34	35-37	38-40	41-43	44-46	47-49	50-53	54-57	58-60	61-63	64-66
REGULAR/TALL* NECK	14½-15	15-15½	15½-16	16-16½	16½-17	17-17½	17½-18	18-18½	18½-19	19-19½	19½-20¼
REGULAR/TALL* LONG SLEEVE ARM LENGTH	30½	32	34	35	36½	37½	38½	39½	40½	41½	41½
WAIST	26-28	29-31	32-34	35-37	38-40	41-43	44-47	48-51	52-54	55-57	58-60
INSEAM	30	31	32	32½	33	33½	34	34			

*Tall styles are up to 2" longer than regular sizes in body and sleeve length. Tall sizes: LT-4XLT.

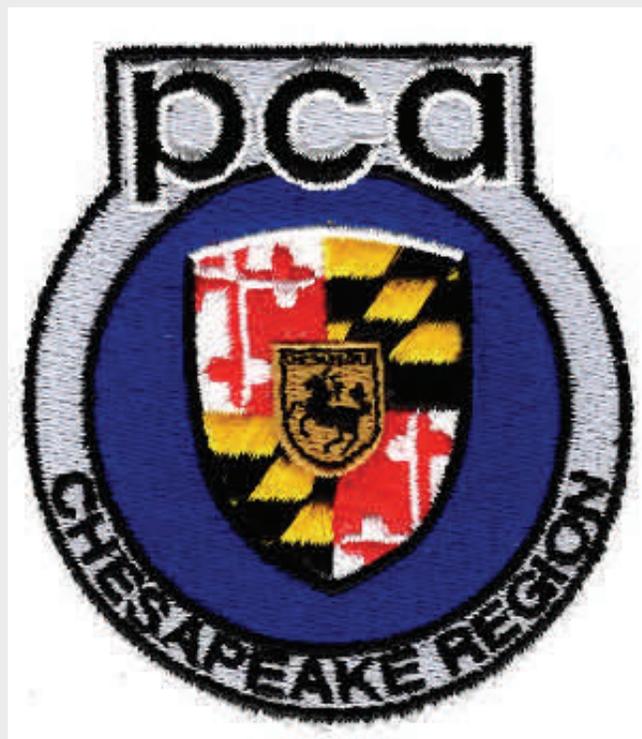
LADIES SIZES	XS	S	M	L	XL	XXL	3XL	4XL	5XL	6XL
SIZE	2	4/6	8/10	12/14	16/18	20/22	24/26	28/30	32/34	36/38
BUST	32-34	35-36	37-38	39-41	42-44	45-47	48-51	52-55	56-59	60-63
WAIST	24-26	27-28	29-30	31-33	34-36	37-39	40-43	44-47	48-51	52-55
HIP	34-36	37-38	39-40	41-43	44-46	47-49	50-53	54-57	58-61	62-65
INSEAM	30½	31	31½	32	32½	33	33	33		

YOUTH SIZES	XS	S	M	L	XL
SIZE	4	6/8	10/12	14/16	18/20
CHEST	25-26	26-28	28-30	30-32	32-34
WAIST	24-25	25-26	26-27	27-28	28-31

Embroidered Jacket

Region Members

8XL	9XL	10XL
67-69	70-72	73-75
20 1/4 - 20 3/4	20 3/4 - 21 1/4	21 1/4 - 21 3/4
41 1/2	41 1/2	41 1/2
61-63	64-66	67-69



Sample Embroidered Logo.



Porsche Silver Spring is proud to partner with the PCA-Chesapeake Region

Special Pricing on Parts and Accessories available to all PCA Members.



Porsche Silver Spring
3141 Automobile Blvd., Silver Spring, MD 20904
porscheliverspring.com 866.258.6163

Order Your Name and Car Badge

Chesapeake Region Members

Name Badge



Use the “GOODIE STORE” menu at www.pcachs.org.

Metal Car Badge



Use the “GOODIE STORE” menu at www.pcachs.org.

Now you can obtain the new Chesapeake Region Name Badge.

Go to www.pcachs.org and use the “GOODIE STORE” menu from the main page. Click the button and complete the order form page. The Name Badge cost is \$25, inclusive of handling and shipping.

This is your opportunity to purchase a heavy “gold-plated” Chesapeake Region metal car badge.

Each metal car badge comes complete with stainless steel slotted retaining plate, screws, washers and nuts to mount it through your car grille or separate mounting plate.

You can order right now! The cost per metal car badge is \$30 or two for \$50, inclusive of handling and shipping.

Here’s how you order your metal car badge: Go to www.pcachs.org and use the “GOODIE STORE” menu from the main page. Click the button and complete the order form page and make your payment by check or PayPal.

Items for Sale, Rent, Loan and Free!

For Sale

1985 Porsche 911 Carrera Cabriolet

- Grand Prix White, Black leather interior, black top
- 114,966 miles
- Factory leather sport seats
- Short shift kit
- Front shock tower bar
- Factory front chin spoiler and fog lights
- Rear tea-tray spoiler (original deck lid included)
- Upgraded Alpine CDA-9825 stereo with Pioneer speakers
- Rear plastic window clear, like new
- Runs extremely strong, possibly has an upgrade chip
- PCA member owned
- Air conditioning not working
- Driver side seat left bolster needs repair
- Pictures available upon request



Car is in Baltimore area, being sold for a friend (CHS member). Contact Steve Kinsley (410) 866-7560 stevekinsley@comcast.net.



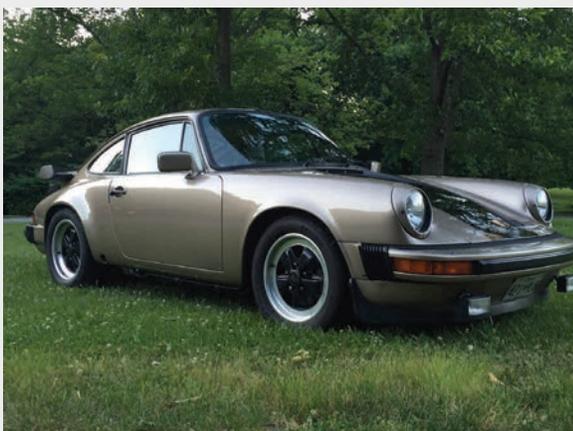
Items for Sale, Rent, Loan and Free!

For Sale

83 911SC - \$26,911

Platinum Exterior/Brown interior, 184,000 miles, 18,000 on Dan Jacobs recently installed engine. Well maintained, have all records from last 14 years of maintenance. Original Fuchs wheels. Numbers matching engine also available. Too much to list, contact me for additional information.

Claude Taylor [410-746-5519](tel:410-746-5519) or cstaylor911@gmail.com



Items for Sale, Rent, Loan and Free!

For Sale

\$135.00 OBO

Air Compressor - Older Craftsman when they were quality made in the USA. 115VAC, 20 Amp. Cast iron dual cylinder, 6.6 SCFM @40psi/5.5 SCFM @40psi. Lightly used and always maintained. \$135 OBO

Randy - sailsoverel33@gmail.com, 410-245-3690





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.

Annual Porsche Patter Advertising Rates

Full-page advertisement \$600
Half-page advertisement \$450
Quarter-page or business card size advertisement \$200

Purchase also includes an advertisement on the Chesapeake Region web site. Please contact

