

# PORSCHE



## *PATTER*

The Monthly Newsletter of the  
Chesapeake Region, PCA



**September 2010**

**Number 570**

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Cover photo: John and BJ McChesney, the subjects of this month's Member Spotlight, in their 2006 Boxster S. Photo by Manrico Mirabelli.

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# President's Message

by Don Malson



Hi Chesapeake Members,

Although temperatures are beginning to drop from summer's record heat, the number of Chesapeake Region PCA fall events remains high. September events begin with Autocross #5 in our six-race series. The autocross competitors in each class are looking to win valuable points for class champion, so the next two races are very important to each driver.

On September 18 our first tech session of the year will take place at the AT Speed Motorsports facility on Coca Cola Drive in Hanover, MD (off Route 100,

near BWI Airport). The topics will be "*The Mysteries of Alignments Straightened Out*" and "*Exhaust systems...more bark than bite?*"

Registration is open for the October 16 Chesapeake Challenge 41, to be held at the Maryland Yacht Club in Pasadena. This year's one-day event is an exceptional value, as all the day's activities have been included in a single \$40.00 per person entry fee. The Chesapeake Challenge is the longest running PCA event nationwide, making it a truly unique event celebrating Porsche ownership. Don't miss the opportunity to be part of this historic event. Registration closes on Sept. 20.

Thanks to all of you who participated in the Chesapeake Region Survey. The Board will be reviewing your responses and recommendations this month for new event venues in the future. We hope that changes will increase participation in future Chesapeake Region events.

Your input and participation at any of our board meetings is always welcomed. Our next meeting is Sept. 22 at 7:00 PM. See the club website for address and directions. Let us know you're coming and we'll order extra pizza!

Donald Malson, President  
Chesapeake Region, PCA

# Crab Feast

by Nancy Malson and Manrico Mirabelli

More than 80 Chesapeake Region members, family members, and friends feasted on an abundance of steamed crabs, shrimp, and other delicious dishes at the 2010 Annual Crab Feast held on August 14. Kemptown Park was the site once again this year for the popular event. Children, both young and old, enjoyed participating in the egg toss, egg relay, sack races, and other games. Hot dogs and burgers were grilled to perfection, and the many side dishes and desserts brought by attendees provided ample food for everyone. In addition to the great food, door prizes and humorous vehicle-related awards marked the event. The weather was wonderful, the company delightful, and of course there were many fabulous cars on display.

The prestigious awards given at the event were as follows . . .

*The Kills Bugs Fast Award.* Bruce Davidson and his dead-insect-adorned 911 Carrera Cabriolet.

*The Biggest Stone Chip Award.* Fran Honeywell and his gold 911 Turbo.

*The Bob Roche Tough Love Award.* Brandi Abbott and her Willow Green 914.

*The Flying Horse's Ass Award.* Mark Hubley and his Arctic Silver Boxster (see the August issue if you don't get it).

*The So Fast It's Throwing Tire Chunks Award.* Bob Vigorito and his 997 Turbo.



*The Pretty Paint, Pretty Awful Tires and Wheels Award.* Bob Gutjahr and his 911 S Sunroof Coupe.

*Most License Plates Award (not to mention the coolest cup holder).* Lynda Sobus and her Guards Red 944.

*The Fastest Pencil Holder Award.* Jolanta Honeywell and her white 944.

*The 'Do You Know Where Your Children Are?' Award.* Mike and Leslie Rafferty and their blue 993.

# More Crab Feast photos . . .



Bob Vigorito picks up the coveted “Throwing Tire Chunks” award.

Future Porsche owner and Chesapeake PCA member?



The egg toss. Obviously, this event was held a good distance away from the cars!

Photos by Manrico Mirabelli

# Member Spotlight

by Manrico Mirabelli

This month I have the pleasure of introducing Colonel John McChesney in the Member Spotlight. I met John and his wife BJ recently at the Chesapeake Region PCA Crab Feast and John generously agreed to share his automotive background.



John, like many of us, experienced, drooled over, and occasionally owned an array of different vehicles before settling on one of the most legendary names in the industry. Vehicles capturing his imagination included the MG Midget, Triumph Spitfire, and late '60's and early '70's muscle cars, including the 1970 Plymouth Hemi 'Cuda. As John pursued a military career with the Air Force, the McChesneys eventually found themselves in Honolulu, stationed at Hickam Air Force Base. It was there John purchased their 2006 Boxster S 6-speed new in July of 2006. This wasn't until he purchased and traded several vehicles in relatively rapid succession. First, he traded up from the "econobox" Toyota Echo he had shipped to Hawaii to an Acura RSX, then to an Infinity G35, and finally to the Boxster S. Honolulu only has one Porsche dealer and it didn't take John long to locate it. The Boxster remains pristine and shiny as one would expect with its low 2,800 miles. John's attraction to the Boxster S includes its true sports car feel, quality reputation, and best-in-class performance. Although drawn to Speed Yellow due to its sporty and aggressive

appearance, he opted for Arctic Silver for utilitarian reasons. Silver is a relatively cool color, it's attractive, and best of all, it's easy to keep clean! John describes the Boxster as a "garage queen" (his daily driver is a 2008 Toyota Yaris), and BJ affectionately refers to it as "The OW," short for "The Other Woman."

The McChesney's currently reside in Chesapeake Beach, MD (on the Chesapeake Bay approximately 25 miles south of Annapolis). They have four grown children and four grand children (grandchild number five is expected next February). John is currently assigned to the Defense Intelligence Agency at Boling Air Force Base in Washington, where he serves as Chief of Mission Assurance for the Defense Counterintelligence and Human Intelligence Center. BJ is the Assistant Production Manager for Medallion Security in Forestville, MD.

John will retire next May after a commendable 29.5 years of military service, and he is looking forward to a possible second career in the marine industry. Their home is on the market and John and BJ hope to return home to Florida. With their departure, the Chesapeake region will lose some really great members. As the club motto goes, It's not just the cars . . . It's the people!

A few facts about the 2006 Boxster: The basic engine was a 2.7 liter flat six with 240 hp @ 6400 rpm. Maximum torque was rated as 199 lb-ft @ 4700-6000 rpm. The Boxster S bumped displacement to 3.2 liters with 280 hp @ 6200 rpm, while torque was rated as 236 lb-ft @ 4700-6200 rpm. Distinctive on the Boxster were black epoxy finished brake calipers, while the Boxster S featured bright red calipers. As of 2005, Porsche Ceramic Composite Brakes were available as an option--a very expensive option--on the Boxster S.

## **The Jack Pad, purchased from Pelican Parts for \$19 plus shipping.**

Now here's a well-thought-out product that delivers! The Jack Pad, available through Pelican Parts, is a must-have for early 911, 914, and 356 owners. In my ten years of owning a 911 and buying numerous parts, I must have glanced over this item dozens of times without consideration. I figured the hockey puck on the floor jack method, carefully positioned between the transaxle and oil sump plate, did the trick! Well there are definitely better and far safer methods. And that was fairly obvious when I went from an SC to a 930 given the additional hardware found beneath the motor.



The pad is designed to fit into the vehicle's existing jack point with enough clearance to provide ample space for the jack. It even works great for lowered vehicles. So give it a try . . . it will be the best \$20 you ever spent!

# Membership

by Jan Borchardt

PCA Chesapeake Membership Report for August 2010

## Summary:

Primary Members 650      Affiliate Members 496      Total Members 1,146

## New Members:

Dale Blackburn	Westminster	2006	911 Carrera Cabriolet
John Fink	St. Michaels	2004	Boxster
Danny Kramer	Easton	2008	911 Carrera
Jack MacCarron	Reisterstown	2008	Cayman S
Joe Miedusiewski	Monkton	2008	911 Carrera 4S Cabriolet
Colby Munger	Crownsville	2011	Cayenne S
Chris Pearson	Edgewood	2004	Boxster
Lawrence Swoboda	Baltimore	1985	911 Targa
Charles Wright	Baltimore	2002	911 Carrera

## Transfers:

Walter Connors	Baltimore	1988	911	Tennessee Region
Patrick Francisco	Baltimore	2006	Cayman S	Potomac Region
Mark Miraglia	Potomac	2004	911	Potomac Region
Ron Warren	Laurel	1987	944	First Settlers Region
Jonathon Winter	Columbia	2004	911 GT3	Potomac

## August Anniversaries:

<u>5 Years</u>	<u>10 Years</u>	<u>25 Years</u>	<u>30 Years</u>
David Dukehart	Alex Fowler	Mary Hill	Lee Knight
Brad Kline	Arni Merrell	Martin Conover	
David Victorine			
Walter Andreas			

# Upcoming Events

**For the latest news concerning upcoming Chesapeake Region events, please refer to the events calendar on the Region's web site. Here are some highlights . . .**

**Monthly board meetings are generally held on the fourth Wednesday of the month.**

## **Tech Session, Saturday, September 18**

Please join us for a Tech Session on the morning of Saturday, September 18, at [At Speed Motorsports](#), 7410 Coca Cola Drive, Suite #110, Hanover, MD, 21076 (off Rt. 100, near BWI airport). The two topics will be "The Mysteries of Alignments Straightened Out" and "Exhaust systems . . . more bark than bite?" Sign-in will begin at 9:00 AM, with coffee and donuts supplied by the club. The session will begin at 9:30 AM. There will be time reserved for a general question and answer period, and the session should end at around noon. If you have any questions and to RSVP, please contact John Patterson at [tech@pcachs.org](mailto:tech@pcachs.org).

## **Octane and Coffee, Saturday, September 25**

Attention Chesapeake Region Members! Are you interested in attending an informal gathering of Porsches? Do you like discussing the latest machinery from our favorite manufacturer? If so, please join us at Starbucks located at 10540 York Road, Cockeysville, MD, on the morning of September 25th. We will be sharing stories over coffee from 9:30 AM to approximately 11:00 AM. This is a fun and informal event, and I hope to see you there whether it is for 10 minutes or an hour! If you have any questions feel free to contact Steve Condax [social@pcachs.org](mailto:social@pcachs.org).

## **Chesapeake Challenge, Saturday, October 16**

The 41st Chesapeake Challenge will be held on October 16<sup>th</sup> at the Maryland Yacht Club in Pasadena, MD. The event will include a concours, a rally, and an evening dinner in the MYC club building. Look for more information on the web site and in the September Patter.

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

## **Fall Foliage Friendly Farms Drive & Dine, Sunday, October 24**

Everyone is invited to join us for the Fall Foliage Friendly Farms Drive & Dine in Upperco, MD, on Sunday October 24th. The first drive to Friendly Farms was led by Stuart Fine, I believe in 2003, and the Chesapeake Region has continued with this popular location. This year a new route is planned to make everything new and interesting for those that joined us for the previous colorful drives. Friendly Farms (410-239-7400) is Located off Mt. Carmel Road, not far from Rt. 83. They have a well-sorted variety of selections and desserts. We will meet at the Grauls supermarket parking lot at 220 Mt. Carmel Road, Parkton, MD, just 50 yards east of Rt. 83 at 9:30 AM and leave at 10:00 AM sharp. The restaurant will open at 11:15 AM, 45 minutes earlier than usual, to get us checked in and seated. Check the Friendly Farms web site [friendlyfarm.net](http://friendlyfarm.net) for selections; you won't be dissapointed. Please e-mail Allen Gunzelman, Tour Meister, to give us a head count at [Tour@pcachs.org](mailto:Tour@pcachs.org).

# The Mart

## 1993 RS America

H class, Black, rebuilt engine, rebuilt trans (2009). Ring and pinion, Motons, Sparco seats, big reds, 2 sets Fiske, 1 set cup wheels. Roll cage, Frt spoiler w/ 3.8 wing, Cool Shirt system. Original owner 36,000 miles, no track. Current owner, 17,400 miles mostly DE some CR. Total \$ invested \$92,083. Professional Graphics are Decals.



Car \$47K, custom Trailex trailer \$5K. Package deal for both.

Woody 443-797-7691 [wksmithster@gmail.com](mailto:wksmithster@gmail.com)

## 1985 911 Coupe

BBS wheels, new A/C and brakes. 115K miles.

\$19,500.

Chris 443-481-8866.



## Trivia Question

The latest model of the Panamera includes a first for a production Porsche. What is it?

**Answer on page 16 . . .**

# National News

## **FOR SECOND TIME THIS SEASON, PORSCHE WINS THREE OF FOUR ALMS CLASSES AS RS SPYDER, 911GT3 RSR, AND 911 GT3 CUP ALL VICTORIOUS AT MOSPORT IN CANADA**

--Race ends 30 minutes before scheduled checkered flag due to accident--

BOWMANVILLE, Ont. Canada - August 29 - From the time they unloaded the Muscle Milk Porsche RS Spyder for Wednesday's test until the red flag that ended the Mobil 1 Presents the Grand Prix of Mosport race this afternoon, Klaus Graf (Germany) and Romain Dumas (France) had the fastest car at the track. Either one driver or the other lead the field in every test session, every practice session, every warm-up, and for the entire American Le Mans Series race, giving the Muscle Milk Porsche RS Spyder its second overall win and third class win of the 2010 season.



In what turned out to be a banner day for Porsche's race cars and their customer-team owners, Patrick Long (USA) and Joerg Bergmeister (Germany) outperformed a tough selection of BMW, Ferrari, and Corvette factory race cars in their Flying Lizard Motorsports Porsche 911 GT3 RSR to score their fourth GT class win of the season and close in on their second straight drivers championship.

And, in the GT Challenge class for matched Porsche 911 GT3 Cup cars, the Velox Motorsports Porsche of Shane Lewis/Lawson Aschenbach (both USA) scored the team's first win of the season, and kept Lewis' championship hopes alive as Tim Pappas and Jeroen Bleekemolen, the current GTC points leaders, finished second.

The race ended 30 minutes short of the two hours and 45-minute scheduled time as the #8 Drayson Racing Lola clipped the #48 Marquis Jet Porsche 911 GT3 Cup car being driven Luke Hines (England) between turns six and seven, where both cars were at maximum speed. Hines moved over the let the prototype by, but the Lola had not cleared the Porsche when it sent Luke spinning into the guardrail, pushing it back at least six feet from the race track. Although Hines was okay, after a short period of yellow flag time and a longer period of red flag status, the race organizers determined they could not fix the guardrail up to IMSA safety standards in the time allotted by the TV coverage for the race, so the field was given the checkered flag and the race

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

ended with the cars finishing in the order they were at the beginning of the yellow flag (right before the two-hour mark). Hines told SPEED TV in a live interview after the race that he was upset about the accident, and, later, the Drayson driver, England's Jonny Cocker, was penalized in the final results for avoidable contact. "I saw the #8 Drayson car coming, and I moved over to the left as far as I could and gave him plenty of room, yet he still hit me. The team worked so hard to give us a competitive car, and we were headed for the win after scoring the pole position - it's too bad it had to end that way. In GTC, we are responsible for staying out of the way, but the faster cars have a responsibility as well, and I don't feel that the other driver took that responsibility as seriously as he could have," said a frustrated Hines.

For the overall Porsche RS Spyder race winners, they felt they would win the race anyway, red flag or not. They were also on the pole and lead the whole way, and season-long driver Klaus Graf is still in contention for the season championship. "What a great day! We were fastest all weekend, but we were still pushing for the perfect set-up. We found that set-up, and the the Muscle Milk Porsche RS Spyder ran perfectly - the car was incredible. It was a big pleasure having Romain Dumas - one of the best drivers in the world - as a teammate. As we almost lapped the second-place Honda, you can see that the entire crew did a great job with preparation," said Graf, who had last won at Mosport in the SCCA Trans-Am.

Romain Dumas, who is between his win at the 24 Hours of Le Mans and his upcoming stint in the Porsche GT3 R Hybrid at Petit le Mans, said this experience was great. "The 80 minutes I drove was one of the easiest stints I have ever done. I pushed hard for the first five laps, and we already had a ten-second lead, and the crew was already calling me to slow down to save fuel and tires. Driving a Porsche RS Spyder in front at Mosport - I don't think a race driver can have more fun," said Dumas, who, with fellow factory driver Timo Bernhard, won two straight ALMS championships in the Penske Porsche RS Spyder in 2007 and 2008.



The GT battle was another grind-it-out battle, with the Corvettes, BMWs, and Ferraris all taking turns leading the race. However, the #45 Flying Lizard Porsche 911 GT3 RSR prevailed, not only outthinking the other teams, but showing the all-out speed to keep them at bay once they took the lead. "This has been an unbelievable season - every win has felt so much different because each one is so hard to get. In addition, it was a great feeling to show that we had the speed

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

as well as the strategy and execution to win - this really gives us a boost for Petit Le Mans. We are a single point ahead of BMW and only 11 points ahead of Ferrari in the manufacturers championship, so there is still lots of work to be done, and there will be some additional Porsches at Atlanta to help us. We don't just want the drivers title - we want it all," said Long, who won the title with Joerg and the Lizards a year ago as well.

Bergmeister, who also won the GT title with the Lizards in 2008 with Wolf Henzler, agrees that the win was important. "With a 22-point lead in the GT drivers standings going into the last race, we have a good lead and this gives us even more motivation for Road Atlanta. The win makes us feel good for the possibility of clinching the championship," said Bergmeister, still the only driver to win ALMS and Rolex Grand-Am championships in the same year. Other Porsche 911 GT3 RSR finishers including the Team Falken Tire entry of Wolf Henzler (Germany) and Bryan Sellers (USA) - seventh; and the Flying Lizard Porsche of Seth Neiman/Darren Law (both USA) - ninth.

As mentioned above, the Bryce Miller/Luke Hines Porsche was clearly the fastest car in GT Challenge, and was in first place right up until the accident, but Shane Lewis has five top-four finishes so far in the class, and today, his Velox Motorsports Porsche broke through for its first win. Although the Pappas/Bleekemolen Porsche is comfortably ahead in the point standings with its second-place finish, Lewis still has a shot at the championship. His co-driver, SCCA World-Challenge champion Lawson Aschenbach, was substituting for Lewis regular co-driver and car owner Jerry Vento. The Battery Tender/Alex Job Racing Porsche of Bill Sweedler and substitute driver Mitch Pagerey (pinch-hitting for Romeo Kapudija, who was injured in a testing crash on Wednesday) finished third despite driving a car that went through a complete re-build at the track Wednesday night and Thursday.

We're pleased to announce that Chesapeake Region has a new webmaster, Steve Rowlands. Steve takes over the task from Andrew Toth, who did a great job in that capacity. Whenever you have a chance, give a hearty welcome to Steve and a well-deserved thank you to Andrew.

Thanks to Manrico we have a new feature in the form of a product review. Although the region doesn't officially endorse any products, feel free to submit a product review of your own, or an article on any Porsche-related subject for that matter.

### **Answer to the Trivia Question, from page 12**

The latest model of the Panamera, the base model, is driven by a 3.6 liter, 300 hp V-6 engine. This is the first Porsche-built V-6 engine in a production Porsche. (Perhaps there are some other firsts about the car, but that's what I had in mind for the answer.) Some Cayenne models also have V-6 engines, but the Cayenne V-6 is a Volkswagen motor.



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
 <h1>September '10</h1>						
			1	2	3	4
5	6	7	8	9	10	11 <b>AUTOCROSS 5</b>
12	13	14	15	16	17	18 <b>TECH SESSION</b>
19	20	21	22 <b>BOARD MEETING</b>	23	24	25 <b>OCTANE AND COFFEE</b>
26 <b>POTOMAC AUTOCROSS AT BAYSOX</b>	27	28	29	30		

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
 <h1 style="display: inline-block; margin-left: 20px;">October '10</h1>					1	2
3	4	5	6	7	8	9 <b>AUTOCROSS 6</b>
10	11	12	13	14	15	16 <b>41st CHESAPEAKE CHALLENGE</b>
17	18	19	20	21	22	23
24 <b>FRIENDLY FARMS</b>	25	26	27 <b>BOARD MEETING</b>	28	29	30
31						