



Chesapeake Region Patter

Eastern Shore Tour and Social Harbor Shack Bar & Restaurant Rock Hall, Maryland

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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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Chesapeake Region

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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: Lynda Sobus



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Chesapeake Region

from our president

President's Message

Hello All,

As the days grow longer, we start to see more Porsches on the road. April was a busy month club wise, starting with on **April 9th** our **Autocross** class session was a refresher to kick off the season and a good reason to bring out the car from hibernation. Unfortunately the weather did not cooperate, **Dan Dazzo** again was our in-class instructor. **Dan** has been volunteering with the club for over 30 plus years, he is also a pretty good driver and most of the time a nice guy. Thanks **Dan** for helping out by sharing your driving knowledge and teaching talent with us.

The class room went very well; **Dan** has done this a thousand times. It was the practical skills that were the challenge, I'm not sure they saw snow or locust but the weather was nasty! The AX folks had rain and wind which really separated the dedicated from the fewer enthusiasts. At one point the wind took one of our popup canopies apart, knocking over the food onto the ground. The 5 minute rule had to be enacted and the food was saved. A big thank you goes out to our Autocross gang. There is a lot involved before the day of the Autocross. It involves the lot rental,

porta potty rental, storing the trailer, registering everyone, assigning run groups and making sure everything is in the trailer. **April 23rd** was our **first AX** of the new season; once again the weather was a bit of a challenge. The day started out overcast and then it was misting for the first heat, the second heat was a steady and persistent rain. For as wet at the course was the drivers were putting down really good times. By the end of the second heat the rain stopped and the course dried out for the third heat. **Vincent Rock** laid down some smoking times, his first run was FTD. **Vince** went on to have the best time of the day. Congratulations **Vince**.

April 16th was the **PCA Central Pennsylvania Region's Hershey Swap Meet**, they had perfect weather and a spectacular turnout. Chesapeake **Region had 36 cars and 51 people** who attended, that we know of. Weather permitting this is always a good event to attend. Our **Rock Hall Tour and Social was the next day, April 17th**. The weather was perfect; this was our biggest turnout this early in the season. **We had over 50 cars and 90 people in attendance**. The destination was the **Harbor Shack in Rock Hall, Maryland**, a rustic restaurant on the water. The food was delicious and the comradery was inspiring. A



Chesapeake Region from our president



A big thank you goes out to **Aniano Arao** and **Randy Moss** for putting together the Tour route. **Bob and Kathy Costello** followed up with the restaurant location, which was a recommendation from another PCACHS member.

On **Sunday April 24th** our committee chairs **Hanna Golom** and **Rebecca Earlbeck** lead our first **MS Walk in Baltimore City**. They exceeded their goal of **\$1000**. A big thank you goes out for organizing the **MS Walk**, we will see if we can turn this into an annual event.

May is shaping up to be quite busy also, for those interested on **May 14th** we will have our first **Garage Tour** of the year to **Jim Earlbeck's** and the **BHA Automobile Museum**, followed by lunch at **Koppers Restaurant**. We had to limit attendance to **60 people** and **50 cars**. Registration opened up **Sunday April 24th** at midnight and closed early Sunday morning. On **May 15th** will be the **Deutsche Marque** at **Nottoway Park**, 9601 Courthouse Rd, Vienna, Virginia. PCA Potomac always has a strong showing there. On **May 21st** we will hold our second AX, please check your local listings for updates.

Some of the other projects we are working on are: our **Tech Chairs** are working on compiling a list of "**LOCAL SHOPS**"

that specialize in Porsche repairs. If you can recommend a shop please send your thoughts to our **Tech Chairs** at www.tech@pcachs.org. They will set up a list and we will post it on our **PCACHS Website**. This year we will combine the **47th Chesapeake Challenge** with our **PCA 55th Anniversary**. We ask that any **Past Presidents** please contact us, as **Past Presidents** and their **Guest** will be offered **complementary registration** to this year's **Chesapeake Challenge**. Our Challenge and Anniversary extravaganza will be held on **Saturday, October 1st** at the **Kent Island Yacht Club**. **Minta, Aaron and Bob Costello** are putting a lot of work into making this a memorable anniversary. I will end with sending a big thank you out to **Pat Walker**, not only is **Pat Walker** our **AX Co-Chair** along with **Ryan Golom**, **Pat** does a tremendous job keeping our **PCACHS Facebook** page active and engaging. When you have time please go on and "**like**" us on **Facebook at Porsche Club of America Chesapeake Region**. **Pat** puts a lot of effort into our **Facebook** site; constantly updating, I think we have one of the best.

Peace,

Claude



Chesapeake Region

from the editor

We need to hear from you!

We are always in need of Porsche related articles and photographs to help tell what our members are doing with their Porsches. Our membership live and travel throughout the Chesapeake area and the country and all around them are unique stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, we ask you pass along your ideas and/or photographs. Here are a few ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is the story of when and under what circumstances you found your first Porsche, may it be used or new.
- Visits to automobile museums.
- Do it yourself (DYI) projects where you fixed or performed maintenance item on your Porsche whether large or small. Examples abound, from how you winterize your car, replacing a failed ignition switch, brake pad and rotor replacement or upgrade, replacing a clutch, rebuilding a transmission or rebuilding an entire engine!
- Interviews with interesting people who own an old or rare Porsche.
- Your first experience with the PCA Chesapeake Region, a social or an interesting Tour and lunch.
- Why I love my Porsche! Please include a photo of you with your car.
- Group photos of you with your friends enjoying your cars together at a "Cars and Coffee" or any other activity together.

Write your stories, snap your photos and send them to editor@pcachs.org (Note: All photos must be original digital files and please do not resize or crop them before submission.

Many Thanks - *Michael*



Membership & Anniversaries

April 2016

Aaron & Minta Miller

Primary Members: 802 Affiliate Members: 476
Total Members: 1278

Membership

New Members:

Christopher College	Hampstead, MD	2014 Cayman S, Black
Michael McCullough	Hanover, MD	2006 911 Carrera S Cab
David McGill	Annapolis, MD	2013 Boxster
Brian Pascuzzi	Baltimore, MD	2007 Cayman Carrera, White
Mary Beth Rinaldi	Fulton, MD	2016 Boxster Spyder
David Wilen	Owings Mills, MD	2008 911 Carrera, Black

Transfer In:

Devin Beasley From: Potomac (POT)
Colleen & Bill McNally From: Delaware (DEL)

Transfer Out:

Jeffrey A. Forgang To: Delaware (DEL)

Anniversaries

35th Year Anniversary:

Mark & Gloria Arnold

25th Year Anniversary:

Robert & Matt Laszewski

20th Year Anniversary:

Kelly & Sheree Bjornerud, Russell & Joyce May and Philip & Diana Weglein

15th Year Anniversary:

Ronald & Valerie Bremer, James Marhefka and Marc Winner

10th Year Anniversary:

Brian & Josie Rapp

5th Year Anniversary:

Lynn Carlson, Jacob Roth, Steve Rowlands, Terrell & Lori Williams and Prescott

1st Year Anniversary:

Raymond Benedict, Antonio Galacia, David Gough, Martin Miller, Scott Miller, Robert Percival, Ricardo Quinones, Thomas Schardt, Mike Stitche, Greg Thompson and David Tromm



Chesapeake Region

the team

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May 14, 2016 Social Monkton Garage Crawl

- Meet at 8 AM in reserved parking area in front of Joe's Crab Shack, Hunt Valley Cars & Coffee.
- Drivers' meeting at 8:30 AM; depart at 8:45 AM.
- Drive through twisty, scenic and fun-filled roads.
- First stop: Jim Earlbeck's garage, stocked with Porsche treasures.
- Second stop: George Bunting's private BHA Automobile Museum, featuring rare and classic Porsches, Ferraris and examples of other marques.
- Fixed Prix Lunch at Koopers Jacksonville, appetizer, entrée and dessert \$30/person + 20% gratuity.



- Event limited to 60 people and 50 cars; lunch limited to 40 people. RSVP as soon as registration period opens on April 24. **First-come, first served. RSVP deadline: May 7.**
- **Send your RSVP to tour@pcachs.org, and indicate whether you intend to join the lunch-social. Also say how many people and who will be in your car.**
- This event is a joint undertaking of the tech, tour and social committees of the Chesapeake Region.



Upcoming Events - April, May and June

A VISIT TO MY LADY'S MANOR: Monkton Garage Crawl

Rare Chance to See 2 Significant Car Collections

Saturday, May 14, 2016

- **Meet at 8 AM** in reserved parking area in front of Joe's Crab Shack, Hunt Valley Cars & Coffee, 50 Shawan Rd., Cockeysville, MD 21030-1302.
- **Drivers' meeting at 8:30 AM; depart at 8:45 AM.**
- **Drive through twisty, scenic and fun-filled roads in Harford and Baltimore counties.**
- **First stop:** Jim Earlbeck's garage, stocked with treasures from Porsche.
- **Second stop:** George Bunting's private BHA Automobile Museum, which holds one of the finest car collections in Maryland, featuring rare and classic cars from Porsche, Ferrari and other marques.
- **Third stop:** Lunch at Koopers Jacksonville Restaurant, The Manor Shopping Center, 3493 Sweet Air Rd., Phoenix-Jacksonville, MD 21131. Fixed-price: \$30 per person, plus 20% gratuity.

Tour limited to 60 people and 50 cars; lunch limited to 40 people. RSVP as soon as the registration period opens on April 24. RSVP deadline May 8. First-come, first-served. First priority will be given to Chesapeake Region members. In case of over-subscription, a waiting list will be created.

Photography will be allowed for personal and noncommercial use only, and on the condition that the address of the private BHA Automobile Museum is not disclosed.

Register at <http://www.clubregistration.net/>, and specify whether you intend to join the lunch-social or only the garage/museum visits and the driving tour. Also indicate how many people will be in your car and their names.

Driving instructions, a route map and a special car ID tag will be sent to registrants via e-mail by May 9.

Send questions about this event to tour@pcachs.org .

This garage crawl is a joint undertaking of the tech, tour and social committees of the Chesapeake Region.

April	2	Hunt Valley – Cars and Coffee	6:30am to Noon	4 rd Anniversary Hunt Valley Cars & Coffee, Exit 21 off I-83 to Hunt Valley Shop'n Ctr.
	9	Autocross Class & Practice	8:00am to 2:00pm	At Speed Motorsports, 7410 Coca Cola Drive, Suite 110, Hanover, MD
	16	Hershey Swap Meet	7:00am to 5:00pm	Hershey Park, PA, with Group Breakfast at New Freedom Restaurant and Coffee Shop
	17	Social	11:30am to 2:00pm	Harbor Shack, 20895 Bayside Avenue, Rock Hall, MD 21661, 410-639-9996
	23	Autocross No. 1	8:00am to 12:00pm	BWI Parking Lot on Mathison Way, (http://pcachs.org/activities-events/autocross/schedule/)
May	11	Board Meeting	6:30pm to 8:30pm	Park View Ellicott City, 8700 Ridge Road, Ellicott City, MD 201436
	14	Tour - BHA Automobile Museum	8:00am to 2:00pm	Assemble 8:00am at Joe's Crab Shack, Hunt Valley Mall and Tour to Jim Earlebeck's Garage, and then to BHA Automobile Museum with lunch following at Koppers Jacksonville, MD.
	15	33rd Deutsche Marque Concours	8:30am to 3:00pm	Nottoway Park, 9601 Courthouse Rd, Vienna, VA 22181 http://www.fairfaxcounty.gov/parks/maps/nottowaymap.htm
	21	Autocross No. 2	8:00am to 12:00pm	BWI Parking Lot on Mathison Way, (http://pcachs.org/activities-events/autocross/schedule/)
June	4	Social & Tour No. 3	9:30am to 2:00pm	TBD – Eastern Shore
	11	Autocross No. 3	8:00am to 12:00pm	BWI Parking Lot on Mathison Way, (http://pcachs.org/activities-events/autocross/schedule/)
	17	Depart for Porsche Parade	TBD	TBD – Group Drive to Porsche Parade, Jay Peak, Vermont
	19-26	PORSCHE PARADE	All Day Events	PARADE, Jay Peak, Vermont
	24-26	Zone 2 Club Race	All Day Events	Virginia International Raceway (VIR)

Tour - Hershey Swap Meet

It was April 16th at 7:00am when 51 members and 36 cars gathered at the New Freedom Restaurant and Coffee Shop, which is just over the Pennsylvania line on York Road just off I-83 at Exit 36. Not only was the turnout for the group drive north to Hershey, PA hug, the weather couldn't be better. With brisk early temps in the 50's, the sun warmed us and Hershey to the mid-70's by Noon.



Photos this page by: Aniano Arao

Here's our PCA Past President Manny Alban and his special guest, Aaron Ambrosino our PCA National Treasurer. Aaron traveled from upstate New York, just to be with us and attend the Hershey Swap Meet. A big shout out to Manny and Aaron for joining us in Hershey.

As we started our one-hour drive north, Manny in his orange 914 (Not an orange traffic cone as Manny said), took the lead position in the car "parade" along with his navigator Aaron. Note: All Hershey photos are by Aniano Arao. See you next year!



Tour - Hershey Swap Meet



And Off We Go!!!



Photos this page by: Aniano Arao



Tour - Hershey Swap Meet



And We Are Still Leaving The Restaurant Parking Lot!!!



And Now It's Arrival Time To The Porsche Only Car Corral At Hershey!!!

Photos this page by: Aniano Arao



Tour - Hershey Swap Meet



And Did You Buy





A Car Or Just Parts???



Tour - Hershey Swap Meet



More Parts and Cars Anyone?





944 Interior Restoration

Just the words "interior restoration" send most DIY'ers running when it comes to your classic Porsche. It seems to be considered an overwhelmingly daunting task that most do not have the courage to undertake. Well I'm here to tell you that it's not as terrifying as it sounds, but also not a task to

be underestimated. It requires a great deal of patience, attention to detail, and enduring grit.

Five years ago, I purchased my black 1986 Porsche 944 Turbo with the black over linen interior. There was a small tear in the passenger seat, wear on the driver seat's bolster, a hole in the center console lid and cracks riddled the dash. Other than that, it was still clean and usable. After about three years of use, however, the edges of the linen vinyl had become brown, the leather

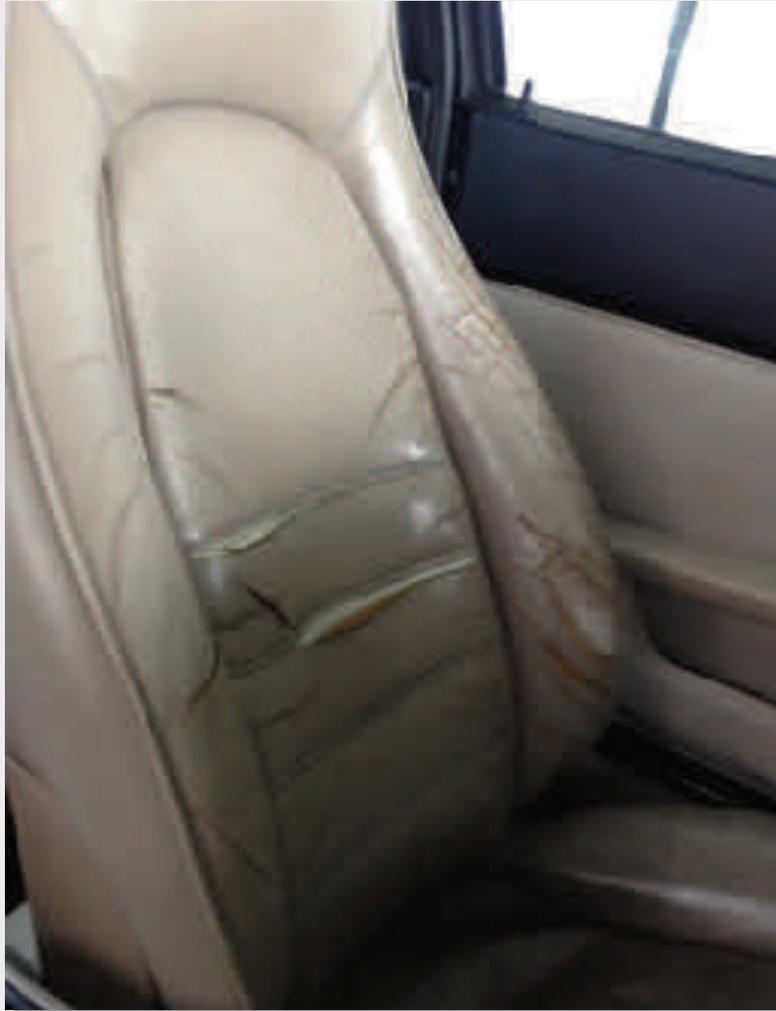
seats developed more tears and wear, and the carpet had begun to molt like it had mange. I decided that it was time to restore my interior... but where was I to start?

As a novice in the world of interior restoration, the first thing I did was research everything I could find on restoring classic Porsches. Quality was of great concern to me and I was not going to settle for anything less than OEM. I found many websites that offered the seat upholstery kits in vinyl and leather, but none compared to the quality and experience offered from Classic 9 Leather (none compared to the price either). Now that I found my product, I had to decide on a color scheme and the linen was definitely out for me. It was too difficult to keep clean and even more difficult to find replacement pieces. I knew that I didn't want to veer too far from the classic scheme, but I still wanted an updated look. I also had to think about carpet and trim pieces and black seemed to be the most conveniently available color for these items (and cheapest).





Tech - DIY Classic Porsche Restoration



You can scour through eBay and find almost anything you need for the interior in black. For inspiration, I began looking at modern Porsche interiors and came across the new Carrera Turbo S with the black over Carrera red leather and red stitching. I've always had a soft spot for red and black interiors and decided to go for it.

Over the next six months or so, I began acquiring everything I needed for the interior. I bought the leather kits from Classic 9 (<http://www.classic9leathershop.com/>) for the upper dash, lower dash, glove box, center console, console lid, and e-brake, and had them re-cover the steering wheel, shifter, and door pulls. I chose not to do the steering wheel out of laziness and the owner of Classic 9 insisted on recovering the shift knob himself as the fitment can some-



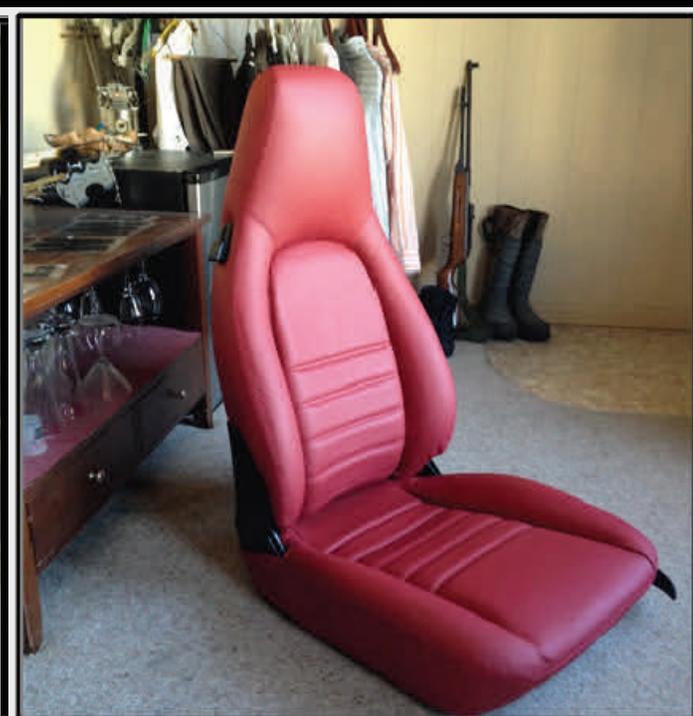


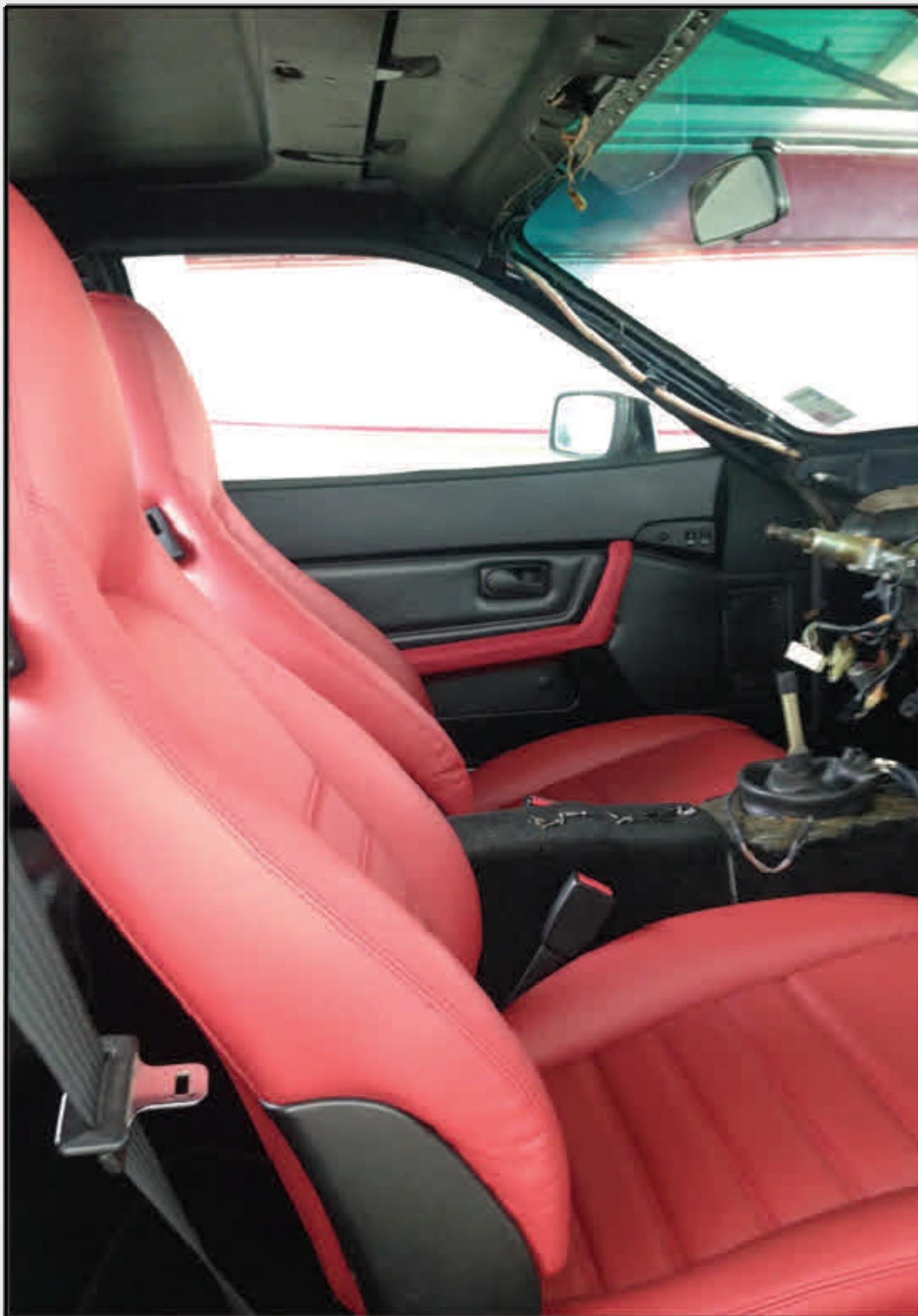
times be difficult. The door pulls were the same price either way so I figured I would just save myself the trouble. I chose not to get the door panels and back seat in leather due to my budget, but I intend on working them in at a later date. I found the carpet, rear seat, and door panels on eBay/Lart's Parts, but it wasn't easy finding all the pieces I needed in the condition I required. I ended up buying over two sets of carpet to piece together a nice set and sold the rest on eBay.

For tools and equipment, I bought 100 X-Acto blades (used about 30-40 as they don't last long with the leather), a can of DAP Weldwood contact cement, a small bottle of the same contact cement with an applicator (boy did that come in handy), at least 15 cheap brushes of different sizes, a can of fiberglass filler, a can of body filler, necessary Bondo spreaders, lots of sand paper (80 grit to 220 grit), sanding pads, hog ring pliers



Tech - DIY Classic Porsche Restoration





with hog rings, a roll of small gage steel wire, pneumatic staple gun, manual outward clinching staple gun (a pneumatic one is preferred, however they cost about \$250 as compared to \$50 for manual), staples for both guns, lots of upholstery foam (1", 1/2", and 1/8" Closed Cell 2A Volara foam for the dash), a steamer, a heat gun, and a spray gun for the cement that I never used. You will also need a Dremel and bits for sanding and cutting metal/bondo/fiberglass. I spent about 4,000 USD total, but it can be done on a much tighter budget if you don't opt for leather everything.

I began with the passenger seat, carefully

Tech - DIY Classic Porsche Restoration

disassembling it, photographing every hog ring and staple that I removed. The passenger seat re-covering went quite smoothly. Since it isn't used as much, the foam was still in decent condition and the leather fit tight and well. One major tip is not to be afraid of the leather. You can pull it, stretch it, and work it to fit how you want. There were a few wrinkles in the leather when I finished, but the heat gun smoothed them right out. I watched a video on YouTube of how to work the wrinkles out of leather with a heat gun and it was very simple. The driver seat was a little more difficult as the foam was worn more and the leather wasn't fitting right. Again, I went to the internet looking for tips and tricks and found that a steamer will help revitalize old foam. Unfortunately, it wasn't enough for the seat so I put a sheet of foam down on the bottom and stuffed extra foam behind the upper bolsters. This worked out well and I was able to use to heat gun to clean up any extra wrinkles.

After I finished the seats, I gutted the old interior, removing the rear seats, door panels, and carpet (leaving as much sound proofing as possible). Another tip I learned is that the heat gun works well for softening adhesive, making it easy





to remove carpet and old adhesive. I left the rear quarter panels in since I was keeping them and had no reason to remove them. I then installed the carpet, door panels, rear seat, and freshly recovered front seats. I also installed new Lloyd floor mats and Rennline pedal covers.

The next step and sure to be the most daunting was the dash board and center console. I began with the center console lid cover. I pre-fitted the cover then removed it and applied the contact cement to both the back of the cover and the old lid. Note that I did remove the old vinyl from the lid but it isn't necessary if there are no cracks or tears in it. I did not remove the vinyl from any other pieces. I lined up the seam with the edges and let it sit to dry. The cement does not dry right away and you have some time to adjust the leather to fit properly. I then flipped it over and glued the edges down. The same procedure was followed for the glove box lid. For the lid, you will want to trim as much excess leather as possible on the back side or it will not align properly with the dash (this took a few tries to get right).



Next, I removed the metal trim on the back of the dash and the defroster distribution piece from under the dash. I then used the Dremel to

Tech - DIY Classic Porsche Restoration





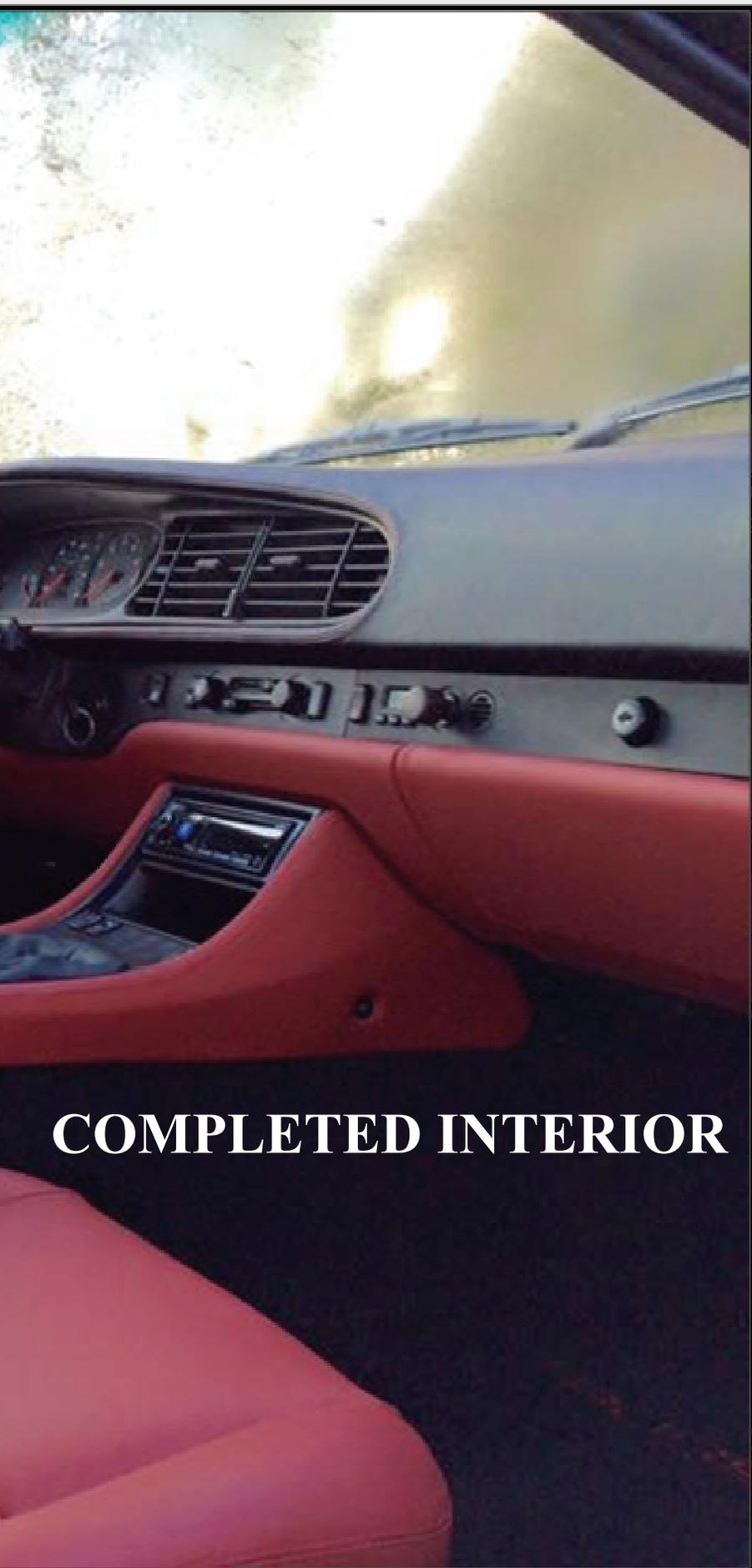
bevel all of the dash cracks and cut the vinyl and foam off of the console where it was peeling up. I filled all the cracks of the dash and missing sections of the console with fiberglass body filler and sanded them smooth. This was by far the most difficult part of this job. I made the mistake of beveling the cracks down to the metal under the foam. This meant that the fiberglass filler was hard at the level of the dash top but the dash was soft foam and every time I applied pressure to sand it smooth, the dash would compress, leaving the fiberglass filled cracks lower than the dash top. It took a lot of patience and even at the end it wasn't perfect. Luckily the 1/8" foam covered up the minor mistakes, so yes, you don't have to be perfect as the foam grants you a bit of leeway. I then cut out the defroster vent openings and wrapped it in leather along with the center console.

For these items, I always started gluing at the seams and worked out. The leather took quite a bit of stretching and massaging to fit everything right and once you get the hang of how the cement dries, it gets a lot easier. Don't worry if you get stretch marks in the leather as a heat gun will get them out as long as it's not too severe and it shouldn't be for this job. The defroster trim piece came with some nuts and washers, but I recommend you either use Loctite or lock washers as well because the last thing you want is for one of the nuts to back off and fall into whatever abyss is below (heater/AC assembly). I used typical marine/auto weather stripping to seal the defroster distribution piece under the dash when I reinstalled it. Also, take this time to inspect the foam around the heater/AC assembly as it may need replacing. Major things to note during this process is to be patient, learn how the cement dries, and keep a sharp X-Acto.

Now one would think reassembly to be a cinch, but it also takes a bit of time and patience as well. Whether you removed the old vinyl or not, the leather is considerably thicker and that means that your trim pieces will need a little extra effort to get back into place, but do not force them and watch where they come in contact with the leather as they will scratch the leather. Be very careful. Also, do not torque the passenger side trim piece or it will damage your clock (I had to order a replacement LCD screen).

Tech - DIY Classic Porsche Restoration





COMPLETED INTERIOR

The glove box lid may not line up correctly either, so you will have to trim the leather behind the lid as pointed out previously. Another tip is to trim the vinyl between the dash and the leather where the glove box mounts to the dash. Overall, this was not a very difficult job; it just required a lot of patience and attention to detail. Even with that, I became a victim to hindsight more times than I would have liked. In the end it was a fantastic learning experience with fantastic results.



Tour - Rock Hall

And if the weather was beautiful for the April 16th Hershey Swap Meet, it was just spectacular for the April 17th Eastern Shore Tour and Social. We arrived at the Kent Island Park-n-Ride by 11:00am for our Tour drive to Rock Hall and Harbor Shack Bar & Restaurant.

Here are the many photos submitted by the participants for your enjoyment.

Enjoy - Aniano



**April Social
April 17, 2016**

START YOUR ENGINES

The weather looks like it's finally changing. Time to get those garage queens out and moving. We're going on a tour and lunch on the Eastern Shore.

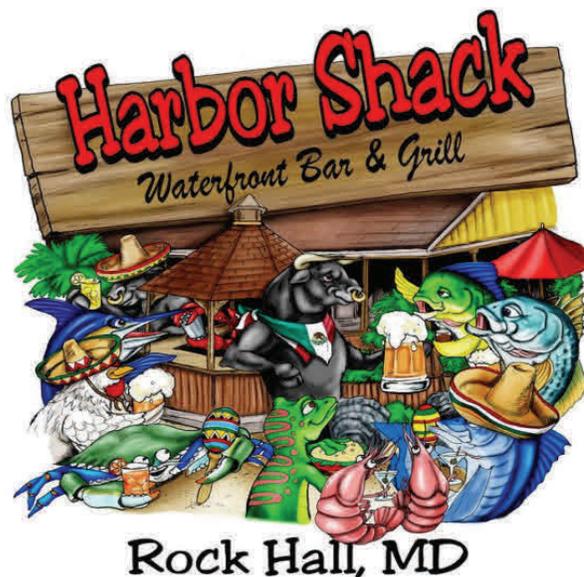
The Rally team has worked their magic and we're all set to tour the Eastern Shore. We will be meeting up at the Stevensville Park and Ride just over the Bay Bridge on the Eastern Shore.

Be there no later than 11:30 AM. After the drivers' meeting, we roll at Noon. We should be at the Harbor Shack about 1 PM.

When you RSVP, you'll receive directions to P&R and the tour directions and map. Please print and bring along.

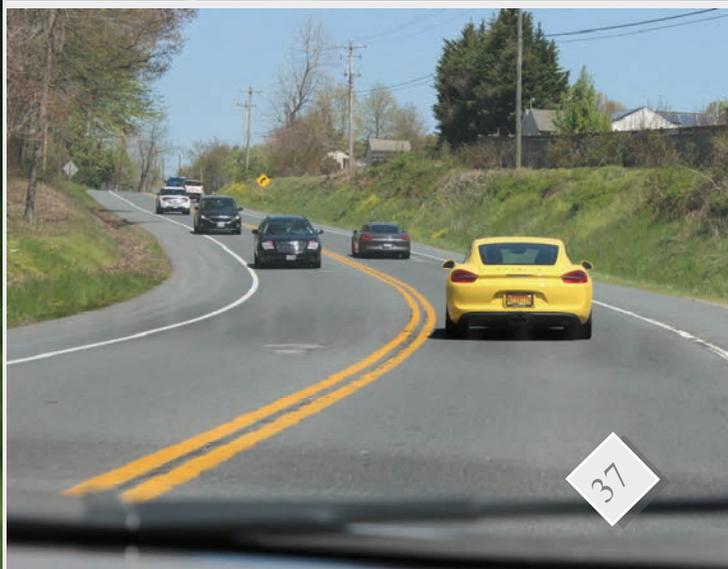
Please RSVP to Social@pcachs.org by April 10.

Website: <http://www.harborshack.net/>



Aniano Arao & Randy Moss

Photos this page by: Lynda Sobus



Tour - Rock Hall



Photo by: Lee Rock



Photo by: Lee Rock



Photo by: Lee Rock



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Photo by: Richard Chitty



Photo by: Rick Merriken



Photo by: Rick Merriken



Photo by: Rick Merriken

Tour - Rock Hall



Photo by: Lynda Sobus



Photo by: Will Partee



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Photo by: Lynda Sobus

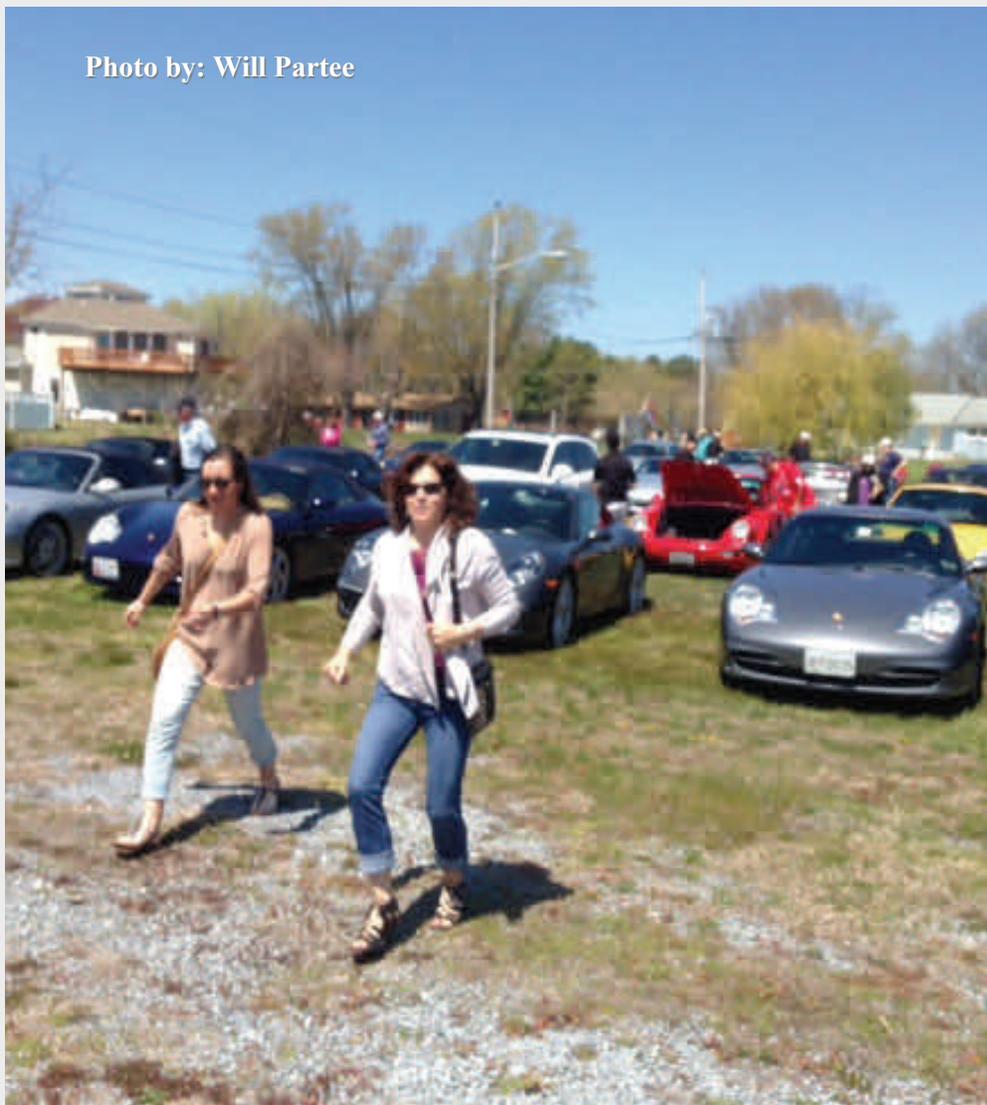


Photo by: Will Partee



Photo by: Will Partee

Tour - Rock Hall



Photos this page by: Aniano Arao



Tour - Rock Hall





Introduction - 991.2

In the summer of 1984 a Porsche powered F1 car won the first Grand Prix held at Estoril Circuit just outside of Lisbon, Portugal. The engine, a turbo charged 6-cylinder, continued to win the following season. 31 years later I was invited to this famed circuit to see and experience Porsches latest halo car, the newest generation of the Porsche 911.

Ok, let's just get it out there - *The new engine is great!* Despite being a bit less raucous (which some will appreciate) every other facet of the engine is better. It provides 15% better fuel economy, more torque, and improved responsiveness that translates into a better feel and road handling making it the car easier to drive in every way. The first 991 provided owners with the practical option to use the 911 as a daily driver. The new car takes that up a couple of notches including the improved suspension which hasn't been covered much

A man in a black polo shirt and blue jeans stands with his hands in his pockets in front of a large white wall. The wall features the text "The new 911." in large, bold, black letters. The background behind the wall shows a fence and some greenery. The man is smiling and looking towards the camera.

Casey On Location, Estoril Circuit

Porsche has always faced backlash when they update the famed car. This new batch of 911s is largely similar to the first generation 991 but with two significant changes; the engine is new and the infotainment system has been fully updated. There have been few concerns regarding the new PCM (Porsche Communications Management) system; however there were concerns about the engine change to a twin turbo unit.

in the media. The Sport mode in the existing system may be too harsh for some but the new suspension mapping is significantly better and makes the car more enjoyable. I never put a 991.1 in the sport chassis setting as it is way too stiff for my tastes but the new setup is more controllable and significantly refined.

My first experience with the car was in two

different "base" versions. Both were well-equipped, a coupe in the new Graphite Blue Metallic and a cabriolet in White. The coupe was well optioned for what I would consider an "in stock" car including most everything the majority of clients would ask for. The convertible was fitted with similar options plus the optional sport exhaust. Get the sport exhaust. It sounds a bit better (especially on overrun) and it looks fantastic (kind of GT3-esque). This is the way the car should look and sound.

The 991.2 brought back those memories. With the PDK transmission (what all of the cars were fitted with that I drove) you get going way too fast, way too quickly like in any other PDK fitted Porsche (especially one with turbos). I can't wait to drive the manual car to get the experience back like when I collect a certain client's 2010 Turbo. You don't need to drive fast to have a lot of fun.

Following the drive around the gorgeous Cascais



How does it drive? While this might offend some folks, the engine now feels quite similar to the power plant in the Macan (that is a good thing). When you lean on the throttle you feel the turbos spool and the car rockets out of sight. I used to own a B5 S4, Other than the fact that it was normally broken (leaking something) I loved it. Slightly roll on the throttle and then come off and enjoy the feeling of turbo boost.

coastline we drove through a few mountain passes and enjoyed how docile and yet pointed the 911 performed. This car did everything. It ticked the box for comfort, at the press of a button and the turn of the 918-esque knob on the steering wheel the car was entirely different.

So, how was Estoril? Estoril is not only the

Introduction - 991.2





Introduction - 991.2

best shade of blue ever on a BMW but also a wonderful and technical track that was within five minutes from our hotel. It has been host to F1, Moto GP, WTCC and a few other sanctioned events. I raised my hand to be in the "fast" group. I have been to driving school and have been on a lot of

way seats; effectively all you could possibly want to put the car which resulted in comparable lap times of a 911 GT3.

On the race track, in the hands of a pro, the car is said to be faster than its predecessor by 12 seconds around the Nurburgring, equating to the same time as a Car-



race tracks so I figured why not take the opportunity to cane the new 991.2 a bit? We rotated between four cars, the white and blue/grey car were in the mix and there were also two other cars that I hadn't had the luxury of testing yet, one was an S Cab with a lot of options and the other was a red S Coupe with every box ticked including Dynamic Chassis Control, Sport Suspension, Sport Exhaust, rear axle steering, 410mm ceramic brakes and 18

era GT. In my novice hands the car was confident and a blast to drive. Did it feel very different than the old car? Yes, it does. Coming out of a turn it certainly accelerated a lot faster and when driven hard you feel absolutely 0 lag.

The big question, do you need the S? It is a rare opportunity that I drive a car over 5500 or so RPMs. My argument for the 3.8L over the

3.4L was the torque of the previous iteration of the 911. Now the new base has more torque than the previous S. The torque starts low, at about 1700 RPMs and continues through 5k right where I like to drive. To me the base is more than enough. If you are into performance features, such as the rear steering and

never take their car around a race track. Likely about 85% of my 911 clients will never drive their cars as they were originally intended and built from the factory. Other than an onramp or two most of these cars will never be trail braked, apexed or experience threshold braking. What makes this car work is its



other sporting options, you need to get the S as they are not available on the non S car. Either way you go, you can't go wrong, it just depends on whether or not you need to turn it up to 11.

Where I feel the car excels more than in any other way is in normal driving. At Porsche testing events we often drive competitive cars along with the Porsche to compare and contrast. Most often we do it on the race track. 99% of Mercedes GLK owners will

ability to do everything, cruise around a small seaside town with cobbled roads and bad traffic and then go to a world class racing circuit and turn repeated hot laps without a single complaint. My guess is that Dr. Porsche would be very happy with this car as it is the perfect evolution of the car he debuted in 1963, 52 years ago.



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.



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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.
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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.

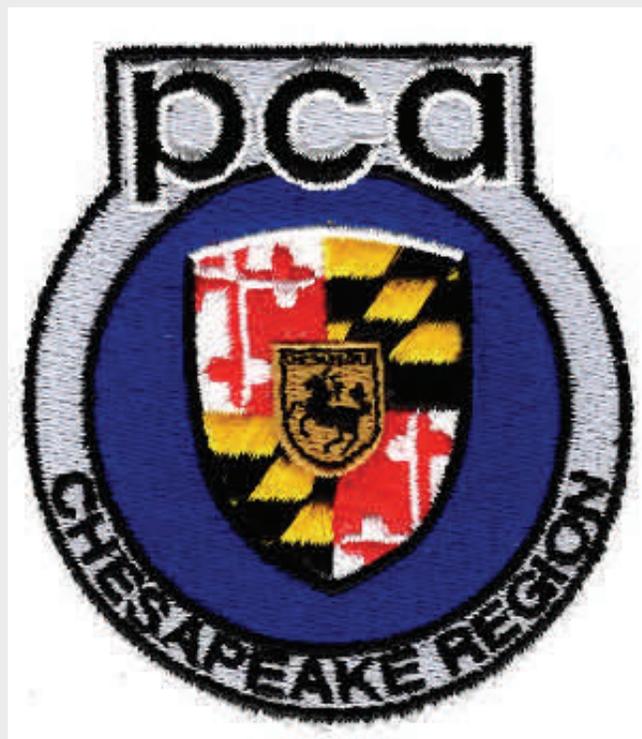
LADIES SIZES	XS	S	M	L	XL	XXL	3XL	4XL	5XL	6XL
SIZE	2	4/6	8/10	12/14	16/18	20/22	24/26	28/30	32/34	36/38
BUST	32-34	35-36	37-38	39-41	42-44	45-47	48-51	52-55	56-59	60-63
WAIST	24-26	27-28	29-30	31-33	34-36	37-39	40-43	44-47	48-51	52-55
HIP	34-36	37-38	39-40	41-43	44-46	47-49	50-53	54-57	58-61	62-65
INSEAM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

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Porsche of Silver Spring has numerous joint activities scheduled with the PCA Chesapeake Region throughout the year, including multiple **Autocross Events**, **Annual Crab Feast** and **Children Charity Based Event**.

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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

“By far this is the finest AC Cobra build that I have ever seen! The attention to detail is beyond reproach! What a way to enliven one’s senses!”

David Dukeheart, Past President

How would you like to own a 427 Shelby Cobra with 650HP, and less than 600 miles on the odometer? I am out of room and my Cobra needs to go a deserving home and owner.

This car is a continuation of the original 1965 Mark III. I built the Cobra in 2008 with Fred Gimbal of *Autovision Performance, LLC*, Fawn Grove, PA. This Cobra was built using an original 1965 427 side-oiler V8 block and from all new racing grade components. The Cobra was recently evaluated and professionally appraised at a value of \$75,000.

Unlike *Factory-Five*, and other entry-level replica Cobras that are built with square tube chassis frames and donor items from a *Mustang*, this Cobra was built with 4” dia. mandrel bent steel tube frame and engine professionally built with new racing components.

To receive a copy of the build-sheet and a copy of the appraisal document, call me at 410-491-3254.

Michael Murphy

Vice President and Editor



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



Price \$ 32,000

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





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

