



Chesapeake Region Patter



Yes God, The Pastry Was That Big!

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

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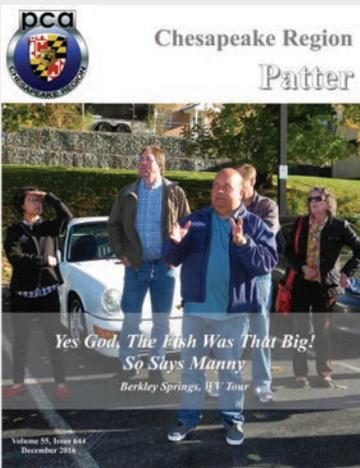
Chesapeake Region

is

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

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

Cover Photo: Aniano Arao



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Chesapeake Region

from our president

President's Message

Hello All,

It is true that time flies when you are having fun, well this year has gone by very fast. I hope that many of you have been able to attend our club events. We have seen more newcomers and seasoned members at our functions. Please attend our many Chesapeake Region offerings if time permits, as our committee chairs work very hard throughout the year to bring you their best.

At our November Board Meeting we proposed the addition of two new Committee Chairs to the Board: the first will be a permanent Chair to oversee the Chesapeake Challenge. It has come to our attention that in order to rent a space for the Challenge we must secure the space at least 12 to 18 months in advance of the event. The Chesapeake Challenge Chair will also oversee all details involved with making this our premier event of the season. Our second Amendment to our By Laws pertains to the creation of an Audit Committee. The Audit Committee will consist of three people; they who will monitor our financial records, aka "The

Books", on an annually basis and on an as needed basis to be determined by the Executive Board.

The proposed By Law amendments are currently posted on our website for you to read. The implementation of these two new By Laws will be by vote at our next board meeting, which will be held on Wednesday the 15th of February 2017. All members are encouraged and welcomed to attend this and any other Board Meeting. Should you wish to attend the upcoming February 15, 2017 Board Meeting, please RSVP me (president@pcachs.org) at least one week in advance.

Also at our November Board Meeting, we planned the tentative dates of our upcoming events for 2017. **Michael Murphy**, V.P., who keeps track of the Events Calendar, will post the dates in the upcoming January 2017 Patter, and subsequent Patter editions. Working with Michael, our faithful Web-Master, **Terry DellaVecchia**, will post the Events Calendar also on our website edition of the same calendar for the membership.

On November 15th we held our monthly social at **Houlihan's** in Columbia, MD; once again **Bob and**



Chesapeake Region from our president



Kathy Costello chose a great venue. Many thanks go out to Bob and Kathy for all the great restaurants they select. We had forty members in attendance that evening including, including five new members that chose to come out and join in the food and fun.

Our next big event is a **Community Service** gathering on Sunday, December 11th at **Porsche of Towson** where we share in the season of giving.

This is a multi-event day where in the morning beginning at 8:00 a.m. we will stuff backpacks with donated and purchased winter coats, hats, gloves and socks for one of our charities; **Linda's Legacy**. Last year through the generosity of our members, at \$25 per backpack, we collectively donated three-hundred backpacks, or \$7,500. This year we would like to increase our donation but we can only do it with everyone's help. Once we complete our work of stuffing the backpacks we will hear from **WMAR's Pete O'Neil**, Pete who has been the driving force behind the **Kindertime Toy Drive** will tell you about the beginnings and purpose of this event. Please bring an unwrapped toy to donate to this this local toy drive.

After Pete is has finished his explanatory purpose for the **Kindertime Toy Drive**, we will go for a brief tour ending up at WMAR TV Station to drop off the donated toys for Pete and his elves to distribute the toys to a needy child near Christmas time.

Following the TV Station toy drop off, we will drive a short distance to our final spot; **Ryan's Daughter Restaurant and Pub** for our well-deserved brunch/social.

My last announcement of the year will be for our 14th of January 2017 **After Holiday Party**. Your gracious event host, **Donna Brandt**, has selected **Turf Valley** for our annual celebratory dinner and the famous **Yankee Swap**. This year we have increased our maximum guest attendees to 125, rather than 100. This is a must attend event for the big kid in all of us as the food is great, the people are terrific, and the laughs are many. Turf Valley also has rooms for those that may be reluctant to travel after having a spectacular time. Please come and join us, but don't wait too long to register because this event sells out every year.

Peace,

Claude



Chesapeake Region

from the historian

History Channel PCA-Style

A monthly feature depicting some highlights from past History Channel PCA-Style

30 years ago in 1986 we noted that Porsche had 322 dealers in the US, and John Cook, President of Porsche Cars North America (founded in 1984 and based in Reno, NV) told reporters that in order to allow these dealers to sell more cars, they may consider allowing them to sell other manufacturer's cars and light trucks, as long as they didn't compete directly with Porsche. The additional vehicles would likely be brands not currently sold in the US, said Cook.

Our PATTERN Editor Ben Cook also reported on an expected new Porsche model, as follows: "Porsche is expected to launch a re-bodied 911 within the next two years. The new car will have a smoother, more aerodynamic skin, especially around the front and rear fenders, though the silhouette will have a strong family resemblance to the existing 911. A built-in spoiler is likely to replace the existing whale tail. Of course, we now know that the "re-bodied" 911 wasn't as much a major redesign as anticipated, but rather the 964 series 911 which rested on a substantially redesigned chassis and admittedly did get rid of the accordion-pleat safety bumper treatment. We didn't get the more aerodynamic skin until the 993 series in 1994.

No events were held in December of course, as it was just as cold in December 30 years ago as it is now, but the "after-holiday" party was announced for January 17, 1987 at Martin's at the Preston Room on Preston St at Maryland Avenue with a \$15.00 fee, which covered a roast beef dinner and cocktails, and if you think this was cheap, dinner at the 1st Chesapeake Challenge in 1968 was a whopping \$8.50 which included tax and tip. This was also billed as the "pass-the-gavel" party to welcome the incoming 1987 officers. It is interesting to note that the "after-holiday" party tradition started right after the 3rd Chesapeake Challenge when a distinguished gentleman came up to me at Towson Plaza where we were holding the Challenge autocross and handed me a check for \$25.00 to "help the club" as he was very pleased to see so much activity after years of almost nothing. That same gentleman, "Doc" Sullivan, later offered to host an early January holiday party for the club at his office & home on north St Paul St, and the rest is, as we say, is history.





Membership & Anniversaries

November 2016

Aaron & Minta Miller

Primary Members: 826 Affiliate Members: 474
Total Members: 1300

Membership

New Members:

Yiming Chen	Fulton, MD	2006 Cayman S, Silver
John DePaola	Davidsonville, MD	2017 911 Turbo S Cab, Midnight Blue
Keith Hamilton Jr. & Troy Rohrbaugh	Baltimore, MD	1986 944, Grey
Craig Hemmerich	Fallston, MD	1985 944, Kalahari Brown
Shane Stevens	Severn, MD	2014 911 Turbo

Transfer In:

Terry Crockett From: Pacific Northwest (PNW)
Bill Kearney From: Potomac (POT)

Transfer Out:

None

Anniversaries

20th Year Anniversary:

Kenneth & Tanja Burton and John & Dorothy Vranish

15th Year Anniversary:

John Biel and Loetta Marvel

5th Year Anniversary:

Alberto Alejandro, Fraser Dachille, Teresa Diaz and Andrew and Bob Rynard

1st Year Anniversary:

Arlene Bazar, Jaime Brown, Mike Damewood, Justin Handy Gregory Larcher, Arielle Orem, Kendell Reichhart, Matthew Schumacher, David Scleeper and Donald Terrell



Chesapeake Region the board

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
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Community Service	<i>Hanna Golom</i>	communityservice@pcachs.org
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Concours d'Elegance	<i>Donna Brandt</i>	concours@pcachs.org
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PCA License Plates	<i>Bruce Tarsia</i>	pcalicenseplates@pcachs.org
PCA Zone 2 Representative	<i>Cheryl Taylor</i>	zonerep@pcachs.org

Upcoming Events - November through

PORSCHE CLUB OF AMERICA – CHESAPEAKE REGION 2017 AFTER HOLIDAY PARTY



DATE: Saturday, January 14, 2017
COST: \$45 per person
TIME: 6:00 p.m. to 11:00 p.m.

LOCATION: Turf Valley Resort
2700 Turf Valley Road
Ellicott City, Maryland 21042

REGISTRATION IS ON LINE ONLY – WWW.CLUBREGISTRATION.NET and will open on 01 December and close on 15 December, unless the maximum number of participants is met prior to that date. This year we have increased the number of people who will be able to attend to 125 by adjusting how we will conduct the Yankee Swap (see below)! We still expect a sold-out event, so register early!

AGENDA: 6:00 – 7:00 Cocktails (cash bar), Champagne and Hors d'oeuvres
7:30 Filet Mignon and Crab Cake seated dinner
8:15 Awards presentations followed by the Yankee Swap

Contact: For questions contact **Chair/Registrar: Donna Brandt, delbrandt@verizon.net**

Note your calendars for an encore performance of the premier event of the season, the After Holiday Party and Yankee Swap. Chesapeake Region has established a reputation for the finest and fiercest Yankee Swap in PCA, one that has been copied by other regions, but never quite duplicated. The social hour and dinner are spectacular enough, even in a group that defines itself as a "social club, with a serious car problem", but the Yankee Swap makes the event. A "Gift Exchange" is merely a mild description of the feeding frenzy that takes hold at this triple steal event. Chesapeake Region, despite being below the Mason Dixon Line, puts the "Yankee" into Yankee Swap.... The good stuff is coveted, hoarded and only grudgingly given up under duress. The original emcee team of Alban and Gutjahr, more popularly known as The Bob and Manny Show, will once again host this sell-out event.

This year there will be a change to how the Yankee Swap is done. To allow us to increase attendance to 125 people, **we will be limiting the Yankee Swap gift to one per couple.** Each couple who wants to play just needs to bring a wrapped "car-related" gift, approximately valued at \$25-\$30. (Of course, if you prefer, you may attend the event and not participate in the Swap, but be prepared to feel left out once the fun begins!) Be sure to bring a gift that you'd be happy to take home, because you never know what will happen! All gifts are placed together and names are drawn one at a time... each participating couple has the choice of choosing a new gift, or stealing one that has been opened before. Don't worry, the rules will be explained prior to the start of the Swap and Manny and Bob will make sure you laugh so much your cheeks hurt!

February

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 201436
	12	Tour	9:00am to 3:30pm	Berkeley Springs, WV, 40 Person Limit Register: www.clubregistration.net Lunch: Tari's Café, 33 N. Washington Street, Berkeley Springs, WV 25411. 304-258-1196
	15	Social	6:00pm – Dinner	Houlihans, 8240 Gateway Overlook Drive, Elkridge, MD 21075, 410-782-6016

December	11	Kindertime Toy Drive	9:00am to 2:00pm	Porsche of Towson, 700 Kenilworth Dr., Towson, MD, followed by lunch at TBD
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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
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February	18	Super Slot Car Night	3:00pm to 7:00pm	Parkville Family Y of MD, 8910 Waltham Woods Road, Parkville, MD 21234
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Winterize Your Porsche

10 Easy Steps to Winterize Your Porsche

11/3/20106:21 Porsche Maintenance Tips By: Pepper Girl23, Flatsixes.com

We woke up last week to a blanket of white. We couldn't believe it, snow! In October even. We weren't ready, not even close. Fortunately, our Porsche was. In fact, we had just put the 993 into a state of hibernation the day before.

For those of you who live in warmer climates, drive a Cayenne, or put snow tires on and drive your Porsche year-round, regardless of the weather, this post probably isn't for you (but you may want to check out this one on preparing your Porsche to drive through the winter). For the rest of you, do read on as it's that time of year again and you may be thinking about winterizing your Porsche.

When we first started FLATSIXES.com we focused only on air-cooled Porsches. Not wanting to discriminate we now include water-pumpers of both the front and rear-engined varieties. As usual, if we missed anything in our list, or your process differs, please let us know and we'll add it in next year.

Winterizing your Porsche: The Short Form

Below this list you'll find a detailed explanation of each step along with links to places for purchasing certain supplies.

1. Set the date.
2. Wash and clean, inside and out.
3. Gas it up and include a fuel additive like **STA-BIL**.
4. Fill your tires to the maximum pressure allowed by your tire; or, use a set of tire cradles that are shaped to the tire and help to prevent flat spots without the need to over inflate.
5. For those of you pumping more water than oil through the pipes, be sure the check and top off your anti-freeze.
6. Disconnect the battery or attach a **trickle charger**.
7. Put the car in gear or park and don't apply the parking brake.
8. You might consider placing some type of reusable desiccant in the car, like this **Peli Desiccant Silica Gel** if your garage is not climate controlled. Remember, you will need a number of these as the interior of your Porsche is a large space (we use five of them in the 993). You can easily check them once a month or so and reactivate them per the instructions.
9. Cover it.
10. Consider calling your insurance agency to let them know your car is off the road. They may have suggestions you can use to lower your insurance bill.
11. Play racing games, drive simulators and wait for the snow to melt and the salt to get washed away so you can prepare to drive your Porsche again in the Spring.

Preparing your Porsche for Winter Storage

1. Set the date: Living in New England, We're never sure what the weather is going to be from one minute to the next. As fall gets closer to winter we pay closer and closer attention to the weather. We're obsessed with keeping our cars clean and rust free (something that's hard to do with the amount of salt placed on the road during a typical New England winter). So, rather than taking any chances, we watch the weather and make sure to have our cars prepped and ready before the first snow flies.

2. Clean it inside and out: The cleaner the car is when you put it away, the better it will look every time you check in on it. We usually do a complete wash and a put a quick coat of wax on just for that added protection. Don't forget the wheels. The last thing you want to do is leave brake dust on your rims to sit and eat at the finish for the winter. In fact, if you get the wheels good and clean you might consider putting on some Armor All Wheel Protectant . This stuff works amazing and will make keeping your wheels clean and brake dust free come next driving season.

3. Gas it up: Make sure you have as full a tank as possible. I make it a point to gas up at the station closest to my garage right before I put away my car. With a full tank you help to keep out any unwanted condensation or water build up that can happen when a car sits all winter long.

3a. Use a fuel additive: I like STA-BIL Fuel Stabilizer . Read the directions and use the proper amount for your tank size. The key with any fuel additive is to put it in prior to filling the tank and then to make sure you drive for a few miles to get the additive throughout the entire fuel system.

4. Tire Pressure: There's not need to put your car on jack-stands (which most wouldn't recommend anyway). Simply put a good amount of tire pressure in each tire. Make sure you don't over inflate past the manufacturers recommend capacity, but you should go over the recom-

mend driving pressure. In general, tires can lose 1 psi per month under normal conditions and an addition 1 psi per ever 10 degree (Fahrenheit) drop in temp. As a general rule of thumb, I put 50lbs of pressure in each tire. You have to remember to do this when the tires are cold or you won't get an accurate reading and you may end up with flat spots. There is nothing worse then taking your Porsche out for the first time in the spring and having damaged tires due to flat spots from storage. Properly inflated tires will avoid this.

Another option to consider is to use some type of tire cradle. Basically, this is a shaped piece of plastic or hard foam that "cradles" your tire and will keep them from developing those dreaded flat spots. One such product to consider are Flatstoppers from Brute Industries. (the makers of Race-Ramps.)

5. Check and top off the anti-freeze: With the introduction of the Porsche 996, Porsche gave us the first production, water cooled motor in a 911 (don't forget about the motors in the 924, 944, 928 and 968 series either). Each new Porsche model since has continued this water pumping tradition. Regardless if your Porsche is stored indoors or out (you never know if your indoor space may loose power) it is a good idea to to check and top off all your fluids, paying special attention to your engine coolant/anti-freeze. Once topped off, be sure to run the car for a few minutes to ensure that fluids are properly circulated throughout the engine block. The last thing you want is to come back in the spring and find your beloved Porsche weeping green tears into a puddle around the tires.

6. Battery Maintenance: Some people like to take the battery out of their cars or at least disconnect them. Not us. We like to use some form of Battery Tender to make sure our battery is always fresh and ready to go. It would be a shame to get a nice Spring day, go to start the car and find you have a dead battery (not to mention, it can get expensive replacing your battery every year).

Let's face it, the electronics in a modern Porsche tend to eat up a battery pretty easily if the car isn't used frequently. So, either disconnect it or put on some type of

Winterize Your Porsche

Battery Tender . What you definitely want to avoid is starting your Porsche and letting it “warm-up” or run to charge the battery. This simply allows condensation to develop or collect in your motor (you won’t get it hot enough to burn it off) and can possibly cause long-term damage. Don’t believe us? Look in your manual, you will see this is not recommended. A few additional things to remember if you do decide to disconnect the battery: 1. you will need to have your radio code handy in the spring to get your system functioning again. 2. If your Porsche is equipped with an electronic hood latch, be sure not to close the hood all the way. If you do, you will need to jump the switch through the fuse box which is entirely all to annoying when you simply want to drive your baby again. A simple way to avoid this is to place a small piece of foam padding under the latch preventing it from engaging.

7. No Parking Brake: We always just leave our car(s) in gear or in park and left the parking brake off. Different people say different things about this step, but we’ve always felt, why risk it? Why risk having the parking brake freeze or bind over months of storage. We’ve heard others say that long term use of the brake system can stretch the cable and weaken the system. If you are worried about your Porsche going for a drive without you behind the wheel, a simple and inexpensive wheel chock works very well. If you don’t want to spend the money on something application specific, grab a piece of wood from the pile and snug it under a tire. This will work just as well.

8. Keep it dry: Moisture is your enemy during long term storage. The best way to win over the wet is with the use of simple dessicant packs. Personally, I like these Peli Dessicant Silica Gel Packs because they are inexpensive, self contained and more importantly, reusable. Five or six of these should be sufficient for most Porsche applications (you’ll need more for a Cayenne or Panamera). At the end of the season (if you have a lot of moisture you may want to check more frequently) simply place it in the oven until the color changes back indicating dry and you’re ready for the next season.

9. Cover it: Even if your car is in a nice heated garage, securely tucked away with the key hidden, we’ve always thought it a good idea to keep our cars covered. This way, you don’t have to worry about anyone or anything bumping into or crawling on or over you nice paint. We use a thick, padded, custom fitted cover from California Car Covers. If you do use a cover make sure it covers your exhaust pipes. If you don’t use a cover (or yours doesn’t cover the pipes), you might want to think of covering your pipes with something (those big 16 oz keg cups work great. simply insert them into your pipe bottom first). The idea behind this is to keep out any rodents that might want to try and build a nest for the winter. You laugh, but we’ve seen it happen to friends cars and it can be very frustrating and expensive. If you’re looking for a cover and don’t want to spend the money on a cus-



tom one, Empire Covers offers the lowest price for car covers of anyone else we've seen!

That's it, your Porsche is now ready for a rest and you can begin planning your drives for next spring. Oh yes, our 10th step. Remember, your Porsche will get lonely so be sure to visit often. One of the main reasons we purchased our Porsches was the look of the 911. It's a work of art that gives us enjoyment every time we see them. So, when we don't get to drive over the winter, we sneak a peek into the garage at least once a week, just to check in.

Is there anything we missed? Do you have other steps in your winterization process that other readers may benefit from? If so, let us all know by commenting below.



Cayman S - European Delivery

I've wanted a Porsche for decades, but the price always seemed too high relative to other alternatives. Then, last spring, I read that the 2017 Cayman was switching to a four cylinder turbo, so I pulled the trigger in April, given that the 6 cylinder howl was a "must have" for me.



Ordered a '16 Cayman S in Guards Red (manual, PASM, torque vectoring, dynamic lighting, 18 way seats, PS+, yada yada). Note that all options were for function, none for aesthetics. I've ridden and raced motorcycles since 1970, built an AC Cobra kit car earlier in the decade, and have done enough track days to satisfy my urge. Thus, I didn't get this car for track use, but as a fun toy to play with (hence the decision to go manual in lieu of PDK).

My wife Constance and I flew out of Dulles and arrived in Stuttgart on Sunday 9/18, and visited the museum on that day because most German museums are closed on Mondays. Picked up the car on Monday 9/19 and enjoyed the handover process, factory tour, and lunch in the elegant restaurant overlooking the museum front facade. Then we took an afternoon trip over to the black forest and the town of Baden-Baden, where we wandered the old town and people/architecture watching.

The next day, we headed over to Austria, stopping in Innsbruck to wander the old city, and visited the nearby much heralded Swarovski Crystal World (total disappointment: 19 euros each for a bunch of "modern art" in crystal. Recommendation: a must miss). We ended up in one of our favorite cities-Salzburg, staying at a hotel we had stayed at two decades ago in a prior visit: Die Gersberg Alm (quaint and lovely, with a gorgeous view of the city in the valley). The old city of Salzburg is amazing, especially during Oktoberfest time. We spent hours wandering around, people/architecture watching,



looking at stores (wife only), visiting some palace gardens, and munching street vendor snacks. We also visited the stunning Red Bull Hangar 7 on the grounds of the Salzburg airport. Absolutely amazing (look it up on the net).

It was time to head to Tuscany, the next part of our adventure, via the Gerlos and Brenner Passes.

Needless to say, driving the car was a blast. Per Porsche's recommendation was limiting the revs to 4,200 for the first 2k miles, but that was sufficient to stay ahead of traffic and the steering and handling

were amazing. Had to stop for gas in the Italian plain south of Milan, and the difference from Germany/Austria was humorous. Having spent a week in the land which is largely clean, organized, and fully functional, the Italian gas station was cliché. Had to go in the station in present my credit card first (Germany/Austria worked on the honor system but I suspect petty crime in Italy precludes this), and the young Italian guy was fussing over a credit card swiper not working for the prior customer's card-waving his arms, "mama mia....", railing against god....funny. That afternoon's target was the Ferrari



Cayman S - European Delivery



museum in Maranello. Reasonable ticket prices and if you're a Ferrari fan, a great place to visit. We were warned by the folks at the entrance desk to watch out for people in the parking lot dressed in Ferrari regalia: they might be scammers and not official

Ferrari personnel. When we got out to our car in the parking lot, there was a fist fight altercation going on between two groups of folks. We assumed it was the victims of some scam trying to get their money back/exact revenge. We beat feet out of there and



went to find a local hotel for the evening.

The next day we drove into Bologna to visit the Johns Hopkins International School where my wife Constance spent a year decades ago. It was rush hour and a little scary in that we were surrounded by aggressively driving Italian A-holes in their little **** boxes, pretending they were dogging it out at Monza, and with nothing to lose. Add in hundreds of scooters whizzing by on both sides and it was the most nerve wracking part of the trip. We also visited Florence for half a day, wandering old town and visiting a palace containing a museum and art gallery, before ending up in the outskirts of Lucca to meet up with another couple with whom we were renting a house located on a Tuscan villa winery for the following week.

The next morning we spent time in the walled city of Lucca, before visiting the leaning tower in Pisa and then driving on to our villa near Castellina in Chianti. We spent a glorious week there in beautiful weather. Hiking, spending time visiting various surrounding towns, taking a cooking class, wine tasting at several wineries, and just generally hanging out.

Of course, unstated as of yet, everywhere we went over the two and a half weeks of this vacation we had wonderful dining experiences, sampling local food and drink.

After a week there, it was time to head back to Germany to deliver the car back to Porsche at Leipzig for shipment back to the US. We had a long drive to Wiesbaden up the length of Italy and through the Swiss Alps, setting up the beautiful drive along the Rhine River up to Koblenz the next morning (this is recognized as the core mid-Rhine River highlight). Fantastic views along the river road of vineyards and castles lining the steep hillsides of the river valley. It was still a beautiful Sunday morning as we headed over to the Nurburgring Nordschleife for a lap. But as we arrived at the track and got a lap ticket amidst organized chaos (big crowds and lots of traffic), the sky turned gray, the temperature dropped, and it started to lightly drizzle exactly when I got out on the track. Oh well. However, I wasn't intending on setting a lap record anyway so had an enjoyable easy lap around the track. Two guys



Cayman S - European Delivery



We arrived in Leipzig in the middle of a festival celebrating a combination of Oktoberfest and German Reunification Day. The crowds parted as we made our way to the hotel, and hundreds of eyeballs were on my bright red car as I parallel parked in front of the hotel. The car really stood out as the ma-

apparently underestimated the loss of traction with the drizzle and ended up bashing their front ends in against the ARMCO.

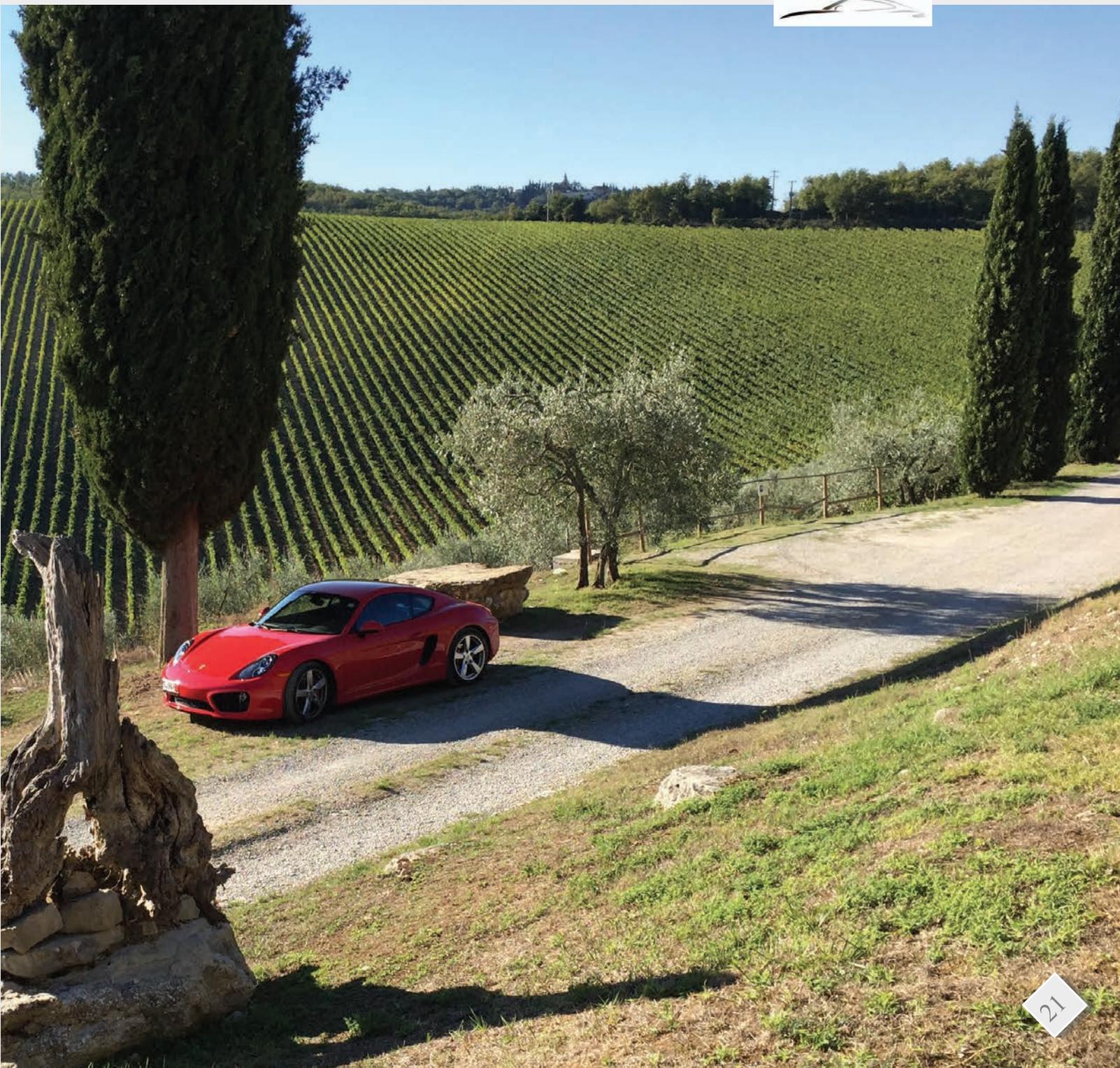
Picked my wife up at the end of the lap, and we headed off into the countryside towards Leipzig in ever increasing rain. After a short drive through the local twisties, we stopped at a country restaurant for a nice lunch. The weather cleared up, the sun came out, and it was off to the autobahns for a 300 mile blast. I had just passed my break-in mileage so whenever the circle with 5 diagonal lines (NO SPEED LIMIT!) appeared, it was off to the races. It was a joy cruising between 150 -200 km/hr, only having to keep my eye on the rear view mirror to get out of the way of faster moving BMWs, Audis, Porsches and Mercedes (all largely black or grey and lots of station wagons: their version of crossovers, I think). Drivers were uniformly attentive and showing proper lane discipline. Virtually no left lane bandits during my entire two weeks in Europe.



majority of cars seen during our trip were somewhat muted in blacks, greys, and the like, with only a smattering of bright reds, blues, and greens.

We spent a day and a half in Leipzig, again wandering the plazas, dining, visiting the zoo, and then re-

turning our car to the Porsche factory there. Another nice museum on the fourth floor, complimentary coffee, soda, and breads, and then it was off to the airport for our trip home. European Delivery is a really neat experience, and I'd highly recommend it to anyone.



Berkley Springs, WV Tour - November

A Scenic Drive to Berkeley Springs, WV

By Aniano Arao

PCA-CHS Tour Master

Originally incorporated in 1776 as Bath, Berkeley Springs prides itself on being the site of the nation's first spa. George Washington first visited in 1748 and made many getaway visits to the



area until the 1760s. This charming West Virginia town is one of the major destinations in the 136-mile scenic byway known as the Washington Heritage Trail.

For its 10th tour in 2016, the Chesapeake Region of the Porsche Club of America held “A Scenic Drive to Berkeley Springs” from Reisterstown, MD.

ische Club of America

ED BY VOLUNTEERS



Forty participants in 22 Porsches drove 98 miles in the tour's first leg on some of the many scenic, twisty and enjoyable back roads of Baltimore, Carroll, Frederick and Washington counties in Maryland, as well as on some equally wonderful

country roads on the eastern panhandle of West Virginia. Thirty-seven participants went on to have lunch at Tari's Café in Berkeley Springs, after which some decided to explore the town's shops, stay overnight or head

Berkley Springs, WV Tour - November



straight home. A few others drove the second leg of the tour – a 52-mile return jaunt to Middletown, MD, from where we all headed home on our own after a brief get-together at a local bank's parking lot.

For the second time this year, a PCA-CHS tour included a People's Choice Concours for scale-model cars during lunch. This time, there were only three entries (vs. 11 in the previous contest). The runaway winner was Manny Alban's 1959 Porsche 356B Speedster, followed by a 2010 Porsche 918 Spyder Prototype and a 1950s VW Beetle.

Before we left Berkeley Springs, Manny kindly told tour participants about two major PCA events that will be held in 2017: the Werks Reunion in Fernandina Beach, FL, on March 10, during the Amelia Island Concours weekend, and Treffen North America's fourth event – this time in Asheville, NC, Sept. 20 through 24. I also gave the attendees a short “preview” of the 12 tours and rallies that the Chesapeake Region will host next year, including a 3-day Grand Tour in the mountains of West Virginia.

The PCA-CHS tour and rally committee would like to acknowledge and thank Beazer Homes'



12, 2016



Quarry Place condo management in Reisterstown and the Citizens National Bank in Berkeley Springs for kindly allowing us to use their parking lots. Our gratitude also goes to Tari's Cafe owner Amy McBee and her staff for being so accommodating and for serving a wonderful lunch. We plan to do business with them again in 2017.



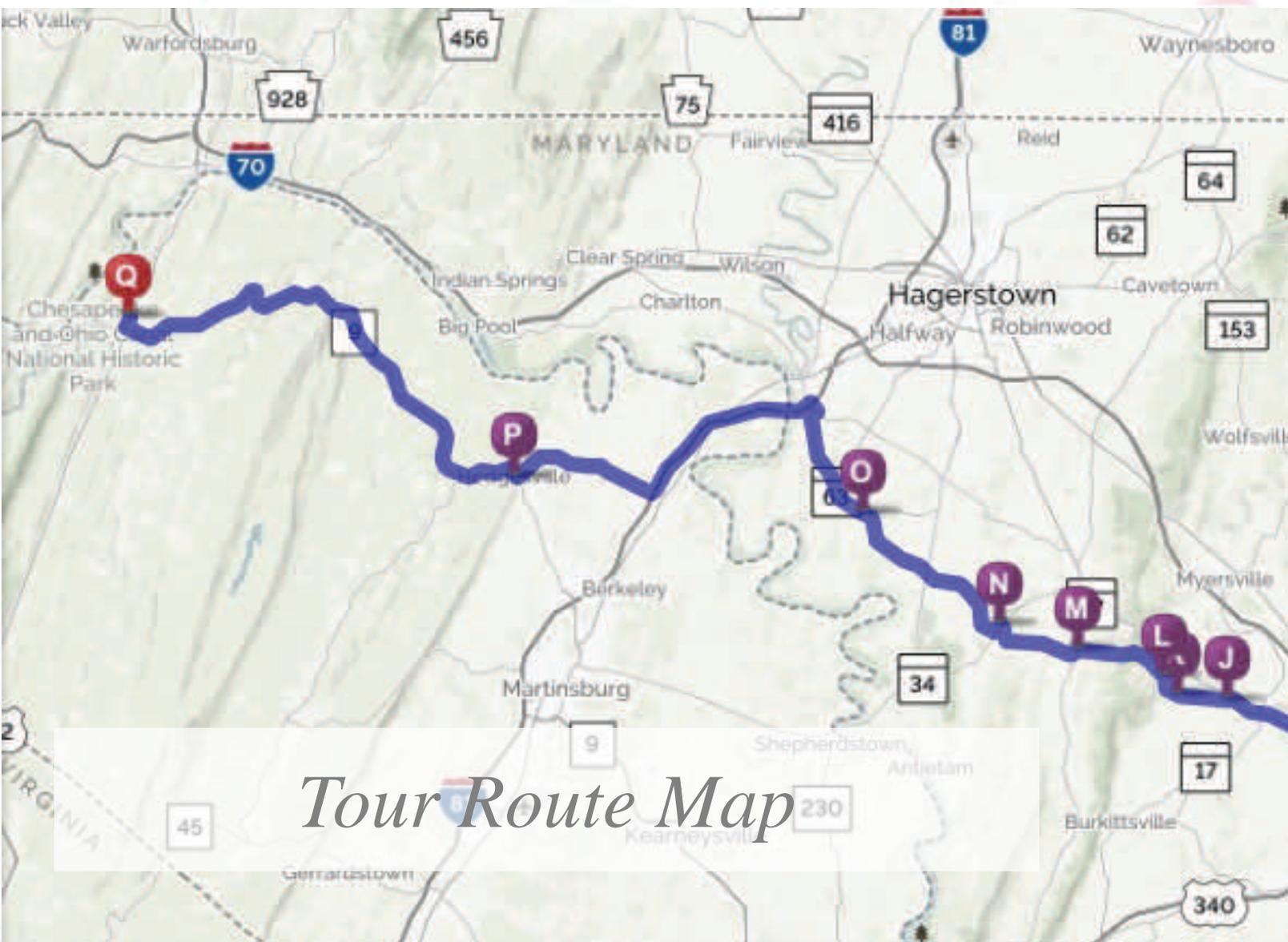
Berkley Springs, WV Tour - November



12, 2016



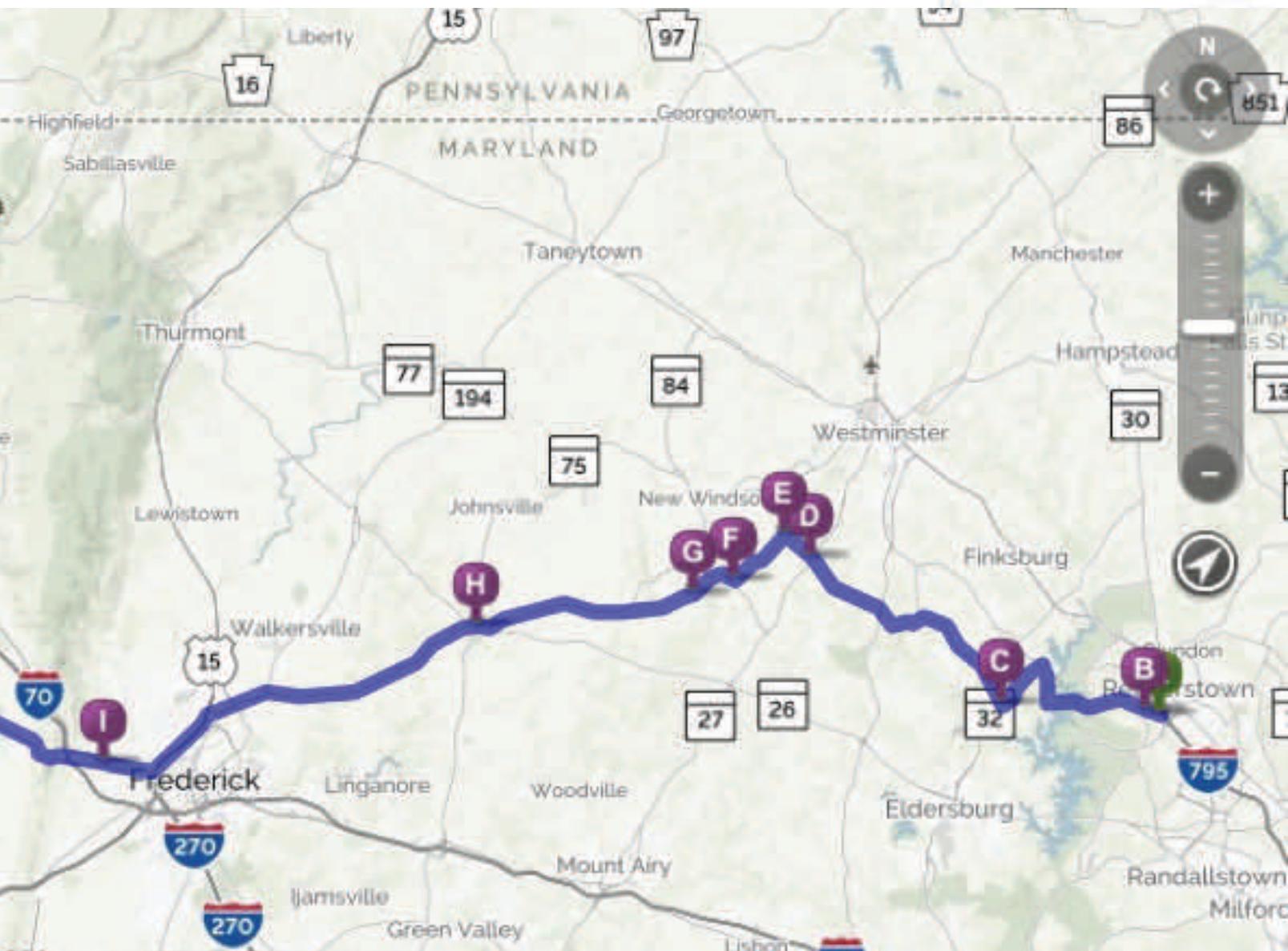
Berkley Springs, WV Tour - November



Tour Route Map



12, 2016



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 30**.

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.



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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

\$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

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