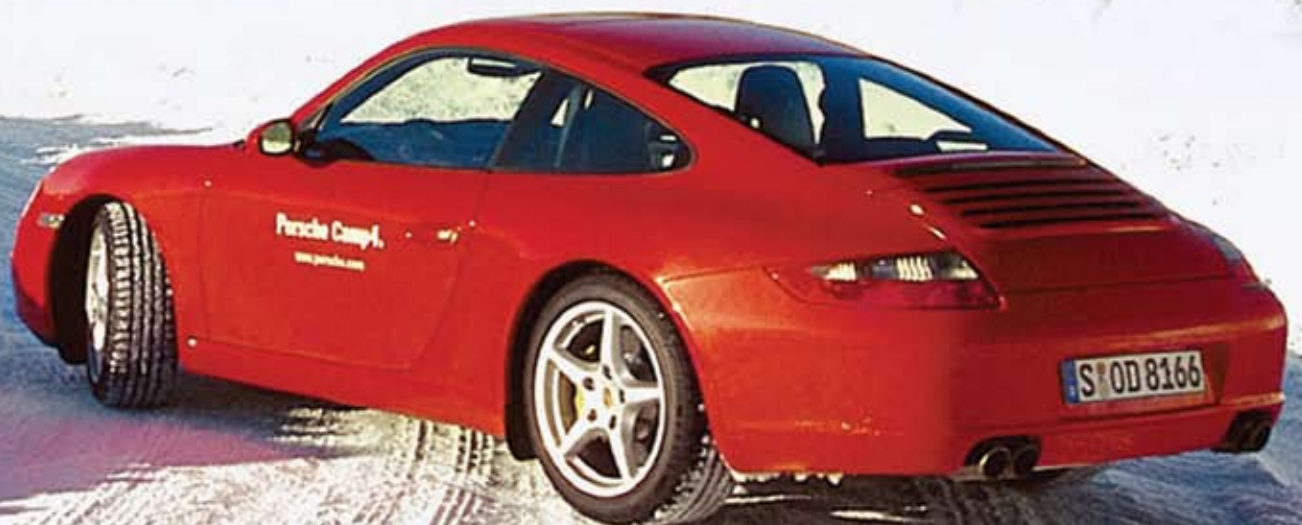


HEAT EXCHANGER

Porsche Club of America, Shenandoah Region



JANUARY 2009

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HEAT EXCHANGER

porsche club of america, shenandoah region

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Shenandoah Region, PCA is a non-profit organization dedicated to the enjoyment of the Porsche automobile. The region's newsletter, "The Heat Exchanger," is published monthly with a production deadline of the 20th of the month prior to publication. The information in this newsletter is solicited from the membership of this region and other newsletters and may or may not be consistent with the beliefs or ideals of the Editor.

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WRITTEN CONTRIBUTIONS AND PHOTOGRAPHS ARE WELCOMED. Please e-mail submissions to rebecca@girlwerk.com, prior to the 20th of the month. Publication of those submissions will be in the next available issue, based on space, timeliness, and appropriateness. A special thanks to all those who contribute and advertise in "The Heat Exchanger!"

Advertising rates: \$75/month full page inside front and back covers, \$60/month-full page interior, \$36/month-half page, \$24/month- quarter page/business card. We prefer ads to run for a minimum of six issues, preferably 12 (one year), and are due and payable in advance. All ads, except the inside covers, are in black and white and must be sent in a reproducible format such as Adobe PDF, JPEG or TIFF file. Please contact the Advertising Manager for ad sizes. Send all ads and inquiries to the ADVERTISING MANAGER, Johnny Johnson at Johnny@aceautosports.com, or call 434-981-0524.

Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 20th of the month prior to publication. These classifieds are free of charge for Shenandoah Region PCA members and all Das Market ads will be purged after running. Das Market Ads also run for free in the web site's new Mart page. Send optional photos and copy by e-mail link to the webmaster. All others who want to run a classified ad in Das Market will be charged \$1.00/line.

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from the **EDITORS**
rebecca morgan & mark stubbs

Here we are in 2009! We hope the holidays were good to all of you. In this issue we welcome some new names to the Heat Exchanger. Bill Sanders heads up our new board and Sherry Westfall as the new vice president and social chair has written a nice piece on the year end/holiday party at Mitchie Tavern. Thanks also to Bob Duntley and Kerrigan Smith for contributing interesting articles to the mix.

You will notice more news items and photos from PCA national in recent issues. This is a nice resource for the editors to pull from, but in all honesty we are not receiving enough material to fill the pages of the HE from our best resource, **you the membership**. We know that the economy and the holidays have affected some of us and perhaps diminished our Porsche focus, but the purpose of the club newsletter is to give members of the local Porsche community a platform to communicate with each other. This can be in the form of a paragraph regarding a recent Porsche related experience, ideas for a club event, photos of your car or interesting cars you have come in contact with, opinions on new Porsche products (how about that Panamera!), a book review or anything at all that relates to the experience of owning these wonderful cars. If the newsletter is an expense that you no longer think is worthwhile then let us know that. There are a lot of volunteer hours involved in producing a successful monthly publication and we think the talent pool in the general membership is much higher than average and therefore should generate more material for club consumption than we currently see. We are just an email away and would love to hear from you.

2009 promises to be interesting with the changes in both ALMS and Grand Am sports car racing. All motor vehicle manufacturers are certainly viewing the future with leaner greener budgets and though Porsche is one of the healthiest car companies, the world financial and ecological climate is bound to have it's affect on future product development. Buckle up! The next few years should be interesting!

Drive safely

Mark & Rebecca

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from the **PRESIDENT** bill sanders

I hope you all had a wonderful holiday and you are on track with those New Year's resolutions. As we begin 2009, let me first thank Herb Distefano, Gay Jewett and Dave Lasch for their years of service as officers to our club. We are fortunate to have such dedicated members who have contributed countless hours over the years. I look forward to serving the next two years as your President and to working with Sherry Westfall, Pam Ebinger and Bob Duntley as fellow officers and with the continuing committee chairs.

We had a great turnout for the holiday party last month. It was good to meet new members (some who filled out their membership application at the dinner table & wrote a check) and to see so many others as well. In all, we had about 60 members, spouses and significant others in attendance.

This event is usually the last time each year that my 928 GTS is driven, as her summer tires don't particularly like the cold, wet and sometimes snowy weather. So she is now under the covers in the garage, with a battery maintainer plugged in to keep the electrons flowing.

I am very thankful that gasoline prices are back to well under \$2/gallon prices. It was only this past summer that it took about \$80 to fill either of my cars with 93 octane gasoline. Now it takes less than \$40 to fill-up.

Our next meeting is January 11th from 1:30pm to 4pm. Please be sure to attend this important meeting, which will determine the calendar of events for the coming year. Your participation and event suggestions are always welcome and needed for our club to continue to thrive. The meeting location is the Jefferson-Madison Regional Library in Charlottesville, located in Albemarle Square Shopping Center, near Outback Steakhouse.

Please remember, this is your club. Your suggestions for the activities we participate in are very important to us all. I look forward to seeing many of you on January 11th!

REMINDER

PLANNING MEETING to set the 2009 SHENANDOAH REGION CALENDAR

All members are welcome to join the board for its annual planning meeting to set the club's events for 2009. This is a great opportunity for you to help select the activities we will host and participate in for the next year. Come with your ideas!

Sunday, January 11, 2009 at 1:30 pm

Location:

**Jefferson-Madison Regional Library (Northside Branch) *
Albemarle Square Shopping Center
300 Albemarle Square
Charlottesville, VA 22901
(434) 973-7893**

* Just off Route 29 North, north of Fashion Square Mall
(See map on our web site at <http://shn.pca.org>)

Notes: There is ample parking at the shopping center. Come through the two sets of main entrance doors and take an immediate right. The meeting room will be on the left and restrooms will be on the right. Refreshments will be served.

More Information:

Contact Sherry at vscales@cstone.net or (434) 295-3955.

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JANUARY 2009 CALENDAR OF EVENTS

				1	2	3
4	5	6	7	8	9	10
11 SHENANDOAH 2009 Planning Meeting	12	13	14	15	16	17
18	19	20 Heat Exchanger submission deadline	21	22	23	24 24 Hours of Daytona Race
25 24 Hours of Daytona Race	26	27	28	29	30	31

**SHENANDOAH REGION
2009 PLANNING MEETING**
Sunday, January 11 at 1:30pm
 see page 6 & website for details
ALL MEMBERS WELCOME!

PORSCHE PRESS RELEASES

Porsche cannot escape the downward trend in North America

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart sold 1,493 vehicles in North America in November. Of these, 1,378 went to the United States and 115 went to Canada. The decline of 46 percent in comparison with the same period last year clearly shows that the Stuttgart sports car manufacturer cannot escape the general resistance to purchasing that exists in North America. For the Boxster series, the decline of 73 percent also has to do with the product life cycle; the new generation of the mid-engine sports cars will make its debut in the United States and Canada in March 2009.

In November 2008, 161 vehicles of the Boxster series were sold, including a total of 76 units of the type Cayman and Cayman S. For the 911, there were sales of 551 units, which is 37 percent less than in the same month last year. Sales of the Cayenne fell 40 percent to 781 units.

Due to the general economic crisis, Porsche has already undertaken measures to adjust production to reduced demand. Until the end of January 2009 no work will be done on eight work days in the main factory in Stuttgart-Zuffenhausen.

New Porsche Museum to be opened on 31 January 2009

Stuttgart. In the new Porsche Museum the final preparations are made for the opening on Saturday 31 January 2009. At last, now that the scaffolding has been removed, it is possible to see to the full extent the bold architecture of the building at the head office premises of Dr. Ing. h.c. F. Porsche AG in Zuffenhausen: The 5,600 square metres of exhibition space are supported on just three so-called cores of reinforced concrete – hence just seeming to hover in space. Inside the building the majority of approximately 80 exhibits are already in place.

In the other areas of the new building – amongst them the museum workshops, the museum shop, the Porsche archive, an exclusive restaurant, a bistro and the capacious event areas – a team of experts are busy putting the finishing touches. Three days after the ceremonial opening, which takes place on Wednesday the 28 January 2009, the doors of the new Porsche Museum will be flung open to welcome

the first visitors. On a daily basis, apart from Mondays, the exhibition can be viewed for an admission price of eight Euros (reduced price: four Euros). Children up to the age of 14 get free admission when accompanied by an adult.

The restaurant on the second floor – which has both a view through the glass facade onto the Porscheplatz as well as through the glass partition into the exhibition itself – has its own separate entrance and is also open at hours different from those of the museum itself. With the new museum and its range of catering facilities additional capacity for conferences, company and private events in exceptional surroundings will come into being. We have already received hosts of inquiries.

Interested parties can get more detailed information from the internet on www.porsche.com/museum.



As 2008 fades away in the rear view mirror, and 2009 comes screaming up at full speed, the time is here to set goals and make ambitious promises that I will most likely break within the next 365 days. I know a lot of you are in the same position, so I thought I might share a few ideas.

Being rather meticulous in the care of my Boxster, I can't make promises to clean her or change the oil more often. If I did those things at any more frequent intervals, my family would have me separated from the car "for my own good". However, in 2008 there was one particular area of maintenance I neglected, and I'll never make that mistake again. On my honor, I promise that I will check the air pressure in my spare every month. Last year, when one of my tires blew out, I felt very fortunate to have a Porsche with a real spare tire. When I needed it most, and that spare having only about 20 psi sank almost to its rim under the weight of my car, my smug sense of security changed to a very different feeling. There's no way I'll let that happen again!

My second resolution is to extend a bit of the "Porsche love" to my daily driver, a 1990 Ford Ranger. While the truck doesn't inspire me quite like the Boxster, it deserves better than to be the red-headed step-child of vehicles. I won't be going after the AC vents with the Q-tips, but I really ought to vacuum the interior and wash more than the windshield every now and then. Good news, truck!

When it warms up a bit, you're getting the hose. Right after I finish washing and detailing the Boxster.

Next, 2008 taught me a real lesson in time management. The beginning and middle of the year were filled with Porsche related activities that my wife came along for. Our big summer vacation was a trip to Charlotte for the Parade, and she was right there for a lot of the autocross action this year. When October came along and I suggested heading to VIR for track day on the weekend of our anniversary, she calmly said, "...you know, just about everything we've done this year has had something to do with the Boxster..." She was absolutely right, and I didn't have a tire to stand on. Next year for summer vacation, we're going to the beach and we're taking her car. The Boxster will be the farthest thing from my mind. But I might pack a Porsche shirt... and the latest Panorama. Maybe.

Finally, to completely contradict my last resolution of doing more non-Porsche stuff, I'd like to try to attend a couple of our neighboring regions' events, just to see what things are like. East of here, I know that the First Settlers region frequently does a weekend morning "Porsches and Pancakes" breakfast gathering. Johnny Johnson and Gary Hagar have invited me along a couple of times,



and I've opted out for one reason or another. Keep trying, guys, I'm going to make it to a couple in '09! As well, I've got an itch to get outside of my comfort zone autocrossing, and I know that our neighbor to the north, the Potomac Region, holds quite a few autocrosses. I think this year will be the year to test the skills away from home.

So, where's that calendar? It's time to start setting dates and making plans!

Happy driving and wrenching!



HAPPY BIRTHDAY JEFFREY!

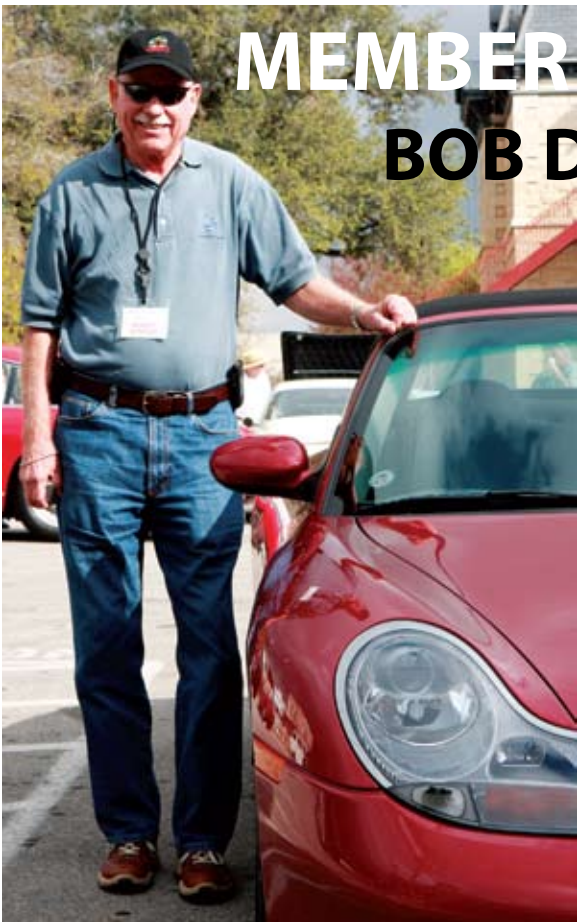
Jeffrey's wonderful wife made him this spectacular 40th birthday cake to celebrate.



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MEMBER MOMENT

BOB Duntley

Museum at Zuffenhausen. I set my mind at that time, to buy that special car and to do a factory delivery...so in 2000 we ordered the car to be delivered the following April in Zuffenhausen. We drove "Raskul" to Provence in the south of France, taking about two weeks, and returned through Switzerland to Zuffenhausen initiating 2000 miles to the odometer. Fastest speed on the Autobahn was pushing 150mph with the pedal to the metal literally for about 30 seconds. That was long enough...as thoughts flew through my mind about all the "what ifs?". For modifications, I tried a B&B exhaust system but didn't like it so I had Weldon change it back to the original stock system. In addition, I changed the factory brake pads to Hawk Performance pads and I really like them, they stop on a dime and no brake dust.

Why did you choose this model? I wanted a new Porsche convertible (I guess it's an old guy thing or teen ager finally coming to the surface), so it took some timing to get the funds together to splurge... it happened in 2000...and we've been very happy with "Raskul". The color we chose is red orient...not many of them around...Porsche didn't keep this color choice for more than a year or so.

What is your earliest Porsche memory? In 1957, when stationed at the Marine Base, 29 Palms, CA, a brand spanking new 356 pulled into a motel where Joan and I lived during the last days of our duty tour there. It was driven by a drapery salesman who was so proud of it. He was breaking it in (this is what you did in those days) and had driven down there from the Carmel area in California. I remember him carefully changing the oil right there in the gravel parking lot. Recalling... I thought to myself, well not on a First Lieutenant's pay but, maybe someday.

When living in Illinois, with our son Jim, we liked to go to the antique car races and the Brian Redman International Challenge at Elkhart Lakes Road America in Wisconsin every year. I remember seeing some of the older Porsches 904, 908, 917 (CanAm series), and other car classes run the track up there. A couple of weekends we viewed The Indy Cars racing. One year Michael Andretti was driving for the Newman Haas Racing Team and ran out of gas half way around the final lap. We had a number sightings of Paul Newman driving his scooter around the paddock.

What is your dream Porsche and why? I would have to say a new 997 911 Carrera S would fit very well into my garage. "Raskul" would have a companion with which to share stories. It would be another fun car; both good on the road, track, as well as the auto cross. With the financial market now being a roller coaster down hill ride I'll, no doubt, be dreaming awhile longer

What is your favorite Porsche-related activity? Driving the hill country of the Blue Ridge and the Allegany Mountains would be at the top of my list. As well as, the Shenandoah PCA Club activities being also at the top, lots of fun and interesting, special and wonderful people to be with. The Auto Cross has been my newest endeavor this year. I attended the July instructional session with Rick and Erik at the Augusta Government Center and followed up once with a regular AC. I will try to do more AC in 2009. The blood system gets a good boost, it's great fun and you feel much closer, familiar and responsive with your car.

This November, with our son, I drove "Raskul" in the Texas 1000, a PCA North America sponsored event. A 5-day agenda; 40 cars driving about 250 miles/day for 4 days through the hill country of Texas. This is just northwest of San Antonio. The schedule was driving about 4 to 5 stages each day with navigation and timing skills. This was done upon receiving the suggestion and information from Alex Smith who also was one of the participants in this road event. I'll write more detail about this in a later issue of the Heat Exchanger.

What is your all-time favorite Porsche and why? That's difficult to answer because I enjoy them all and for different reasons and the history behind them.

What is your favorite driving song? Let just say I'm basically a square and love it. Classical would be at the top of my list if given a choice, followed by country western. When driving "Raskul" my favorite song is the sound of the engine...I do not turn on the radio or play the CD system. When driving "Chubby", my Tahoe, the XM radio stations are well used.

What non-Porsche activities do you enjoy? Traveling has been high on our list both for pleasure and for visiting our families in St. Louis with grandchildren who are very active in athletics. Trips to the Caribbean for warmer weather and snorkeling during the winter; late spring or early fall we like to go to Europe and pursue historical interests; summers will find us up in Glen Arbor, Michigan...this is northwest of Traverse City. Domestically I'm always dreaming up some type of construction or project. Daisy, our minny golden doodle, is up for a game of ball playing both morning and afternoon which involves you know who.

How old are you, what is your occupation and where do you live? WOW, I am 75 years young, and retreated (retired)...kind a scary isn't it? Almost the oldest guy in the club. I'm a native Southern Californian, lived and worked in Chicago for 40 years in heavy metal fabrication furnishing parts and subassemblies to OEM accounts. In 1997, Joan and I moved to Manakin-Sabot, Goochland County, Virginia...and have made this our home. Virginia was not new to us as we spent time here in the early and mid 50's with the Marine Corp. at Quantico.

What was your first car? A very used 1941 Chevrolet club coupe with over a 100,000 miles on it. It was just about worn out. My impressionable years were spent working around trucks in the freight yard. Actually, I learned how to drive 16 wheelers before driving a car. I did a number of odd or grunt type jobs like helping mechanics rebuild diesel engines, servicing over the road tractors and trailers, a teenager driving just about anything that had a motor with wheels.

What was your first Porsche, current Porsche, any modifications? The '01 911 Cabriolet that I drive at present is my first Porsche. I call it a "Geezer Porsche"...its stock but well fitted out with all the creature comforts and extras. In November of 1996, Joan and I were returning from Africa to the US via Frankfurt, Germany. We made a deliberate detour, rented a car and drove south to Stuttgart, and took the Besucher (tour) of the Porsche Factory and

HOLIDAY MERRIMENT AT MICHIE TAVERN

On Sunday, December 7, sixty members and guests enjoyed a festive evening at Michie Tavern in Charlottesville. The Tavern was decorated with fresh greenery and fruits, and the wood-burning fireplaces kept us warm and cozy. We began with an open bar during the cocktail hour. Some toured the Tavern museum while others enjoyed side-by-side slide shows. Jim Condon had a computer slide show of members and their cars from the year's past events. Bob Duntley shared his photos from the multi-day rally he, his son, and Alex Smith did in Texas. Everyone got a chance to catch up with old friends or meet new ones. Congratulations to Dan Ehrman and Bonnie Falbo who joined the club that night.

Sam Morris, director of operations at Michie Tavern and fellow Shenandoah PCA member, rang the dinner bell; and Herb Distefano, our president, welcomed us. Mel Brannan led us in a blessing. Sam gave us a brief history of the Tavern and

released the masses for a delicious and bounteous meal of fried chicken, country ham with raisin sauce, mashed potatoes and gravy, hot green beans, pickled beets, stewed tomatoes, coleslaw, biscuits, cornbread, and peach cobbler with ice cream for dessert. What a feast!

After dinner, Herb gave a farewell address as his two-year term as president was coming to an end. He thanked past presidents and outgoing officers for their service and recognized Dave Lasch, secretary, and Gay Jewett, treasurer, for their many years of dedication and hard work. He introduced the new slate of officers for 2009-2010 and expressed his appreciation for the efforts of the chairmen and other members who make the club the success it is. In particular, Alex Smith has organized the Richmond Porsche Meet (RPM) for almost 13 years, and Rick Ebinger and Erik Boody have dedicated many years to designing and running outstanding autocrosses.

Bill Sanders, our President-elect, was able to relinquish the infamous speeding trophy to Bob Duntley. Evidently, Bob was having a little too much fun in the rally in Texas.

Cole and Suanne Scrogam displayed the beautiful Performance Grand Trophy they won with their 1968 Porsche 911 coupe at Parade this year in Charlotte. Way to go, Cole and Suanne!

Then, the fun and games began with host Alex Smith. The club contributed a number of items from the Goodie Store for door prizes, and fellow members obtained or donated others. I drew names out of a bowl, and the scramble began. Winners went to a table and chose from an array of Porsche-related items such as polo shirts, baseball caps, tote bags, grille badges, flashlights, mugs, books, and other treasures. It was wilder than an after-Christmas sale at Macy's!

-- by Sherry Westfall



Photo by Jim Condon

A FRENCH KISS WITH DEATH **Steve McQueen and the** **Making Of Le Mans**

By Michael Keyser with Jonathan Williams
Bentley Publishers
ISBN 0-8376-0234-3

If you are enthusiastic about Porsches and the rich history of the marques, then you are by default a racing fan. Competition is what this car manufacturer has been about from its inception. The David v. Goliath parallels were there when the good professor and his son Ferry began to build motorcars to compete with giants the likes of Mercedes and Ferrari and have continued to the present as we see the current giant automakers worldwide on their knees and the Porsche Company comfortably preparing to introduce a new product, the Panamera, to the market.

Porsche has always been about using the least in terms of weight and displacement and the most in terms of efficiency to dominate the competition. A small company that even in the bleakest of financial times has managed to maintain the quality and focus on performance that has earned them the rock solid support of customers for decades.

Steve McQueen was by all accounts a "challenge" to deal with. A prostitute's son, he had overcome a lot making his way to the stardom he had earned by the mid sixties. He had made a name for himself in racing circles along the way as well and he dreamed of combining the passion for acting with the equally competitive love of racing. He achieved the goal but not without a lot of tenacity on his part and that of scores of behind the scenes partners and negotiators who believed in the project. This book is really a document that concisely describes and illustrates the miracle that Le Mans became a movie while relating the wonderful tales of all the events during

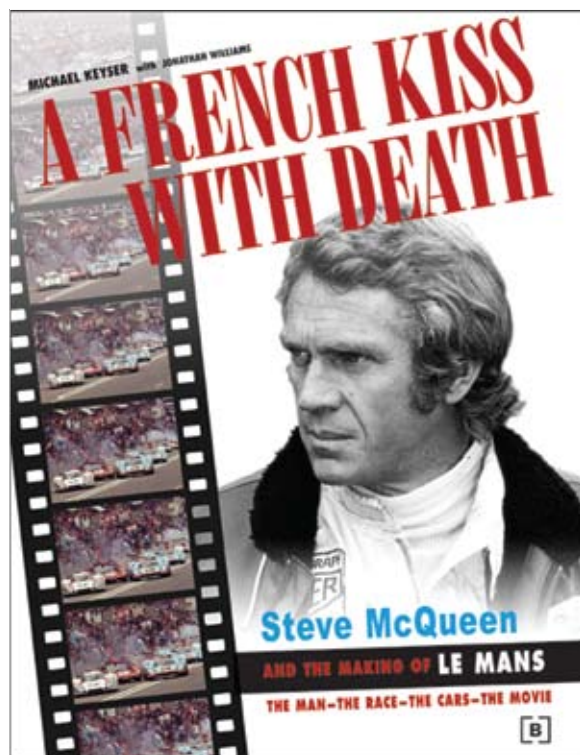
production that allowed the finished product to attain the iconic status it now enjoys.

The title of this book may seem provocative and perhaps overly dramatic but in fact is an accurate description of what it took for McQueen to make his dream come true. At over 460 pages in length, the authors had me feeling involved with even the most minute aspects of the history and production of the film. There is a wonderful history of the Le Mans race itself with loads of period photos and diagrams of the track as it changed through the years as well as the cars and drivers that became champions of the twenty four hour contest.

There is also a thorough documentation of McQueen's Solar Productions, his film company, and the relationships and the negotiations involved in keeping the project on track and getting it to completion and the silver screen. All this substantially illustrated with black and white photos, artwork and promotional posters from the time. No nuance seems neglected in this tale. The detail is truly impressive. Even very specific accounts of races leading up to the production and how they affected the mood of investors and McQueen himself are included and in such a way as to make the reader feel like a spectator. Relationships between actors and stunt people and the racers are explored as are logistical details like how the race cars were moved around for various shots in the local countryside both pre and post race.

Michael Keyser is no stranger to the racing scene or to filmmaking. A Baltimore native he produced the book and feature length documentary 'The

Speed Merchants' in 1973. He is also a still photographer and an accomplished driver in FIA and IMSA Camel GT series. Here he takes what could easily be tedious material and organizes it into a delightfully detailed account of what it took to produce arguably the best motorsports movie of its time.



Jonathan Williams the co author also has impressive driving credentials including a stint with Ferrari at the request of Enzo himself. After hanging up his helmet in 1972 he seems to have supported himself as private pilot for the rich and famous, and generally leading the life of a happy playboy.

If you love Porsche history, you like the movie Le Mans and are a Steve McQueen fan you will not be able to put this book down. You will feel like you were there during every aspect of the project and you'll have a lot of respect for the Herculean effort required to get this movie to the screen for all of us to see.

I rate it at five stars.

SAFETY BEFORE PERFORMANCE

story and photos by Kerrigan Smith, Synergy Racing 997 Program Director

As the cold weather rolls in and people are trying to grab the last few track days, next step is planning those winter project modifications and upgrades. For any of you that fit this role I beg of you to consider one thing first. As I make my car faster am I protected if something goes wrong? Example; if you have reached the point in your driving experience where you have graduated to true racing slicks on your street car, then your car needs to graduate to that same level. This time of year people are trying to use racing slicks on very cool days; these are the conditions that get even the most advanced pro driver in trouble quickly. When it happens it is going to be over before you can register what actually did just happen. Also it will not usually happen in a straight line but most likely in a turn which adds the value of rotation. This is not the time you want to be thinking about how you should have had that 6 point harness installed when you had the time and the money.

Any one who has been to either an autocross or a D.E. event at an official race track will agree that motorsports has a resurgence as a weekend outlet for the car enthusiasts. The trend seems to be more people buying cars that are willing to experience their investment at its full potential. I find it very encouraging to see people willing to challenge themselves and their car for a whole weekend returning home with a sense of accomplishment and a new found discipline; something that most will not achieve with a full year of golf.

If you did not have the competitive bone you would never entertain the thought of going out to the track. Some have it more than others but even if you are competing against your best friend or yourself, like it or not you have it. Going with the grain of the inner competitive bone we are all looking for an advantage to keep under our hats which to taunt or discourage our fellow track mate. Easy enough call a race team or go online and buy whatever they are willing to sell you. We are now in violation of breaking my professional golden rule, "Do not try to out engineer Porsche". I know we all think we are smart but let's put our cards on the table, there is a reason why Porsche has not called us up and offered us a jobs.

More than half of weekend track goers have the luxury of being able to drive their car to the track, proceed right out onto the track and then use it to get to work the next day. Simply put the true definition of a Porsche. What

most do not take into consideration is Porsche makes two types of cars; a street car and a race car. Both types have the same religion but attend totally different churches.

Porsche has spent massive amounts of time and dollars to make the street cars the safest automobile on the road. If it is your choice to drive it on the track then it should be your responsibility to take over where Porsche left off. For the casual track enthusiasts the stock car is perfectly safe with reliable performance. If it is your wish to upgrade your car for better performance then prioritize. Being either new to the track, car, sport or others driving with you the only priority is safety; after you have achieved safety then you will feel better about making your car faster and more aggressive. Also for the record this article is about making your car safe. Making yourself safe starts with a full certified helmet, fire retardant clothing including gloves and shoes. If you do not have a proper racing harness then do not get the Hans device; it does not work with street seat belts. You may laugh that I put that out there but I have seen it happen.

My list of safety upgrades although short but costly is what I feel to be the primary checklist for all active car enthusiasts to try to achieve; roll cage and padding, steel braided brake lines with racing brake fluid, racing seats with a six or five point harness properly attached to the chassis, fire suppression, internal and external engine cut off or "kill switch", quick release steering wheel with air bags removed and removal of the steering wheel lock.

The most common approach is usually reducing the weight of the car, more horse power, suspension upgrades, brake upgrades and tire upgrades. All great and rewarding things when you have considered your priorities.

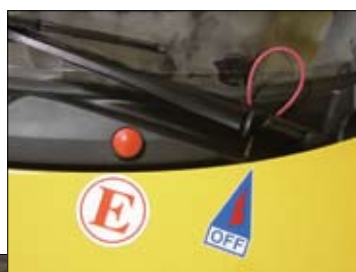
The roll cage is the axis for which the chassis rotates on. A good cage should offer both side impact protection and roll over protection. If it is a cage designed around the chassis and if installed correctly it will strengthen the chassis and offer a better car for the track. To have one of those cages in your car it requires full commitment to having a track designated car and the flexibility to climb in and out of the car. For most car enthusiasts that want some extra protection the bolt in cage was invented. This is not a bad alternative if you understand the limitations and the primary function. Depending on the manufacturer this style cage

will either bolt into the front and rear seat belt mounts or the front seat belt mounts and the rear shock tower. These bolt in cages offer roll over protection at your head but no side impact protection. If I were to have my choice I would choose the style that bolts into the rear shock mounts for added reinforcement. Probably the best function of these cages is roof protection, secure mounting point for your race harness and a secure spot to mount your video camera. If you were looking to off set some of the additional weight with the bolt in cage, remove as much as you would like to before you install it. Once it is in there you will no longer be able to get to that area unless you remove a seat. If you choose to place roll bar padding on any possible contact points, be earnest about what you purchase. People sometimes buy the softer padding because they feel it will be more comfortable if they have to slam into it. If the padding is labeled as "Economy" or "Enthusiasts" you are being penny wise but pound foolish. Get something that states it is "High Density" or "FIA Legal", they feel as hard as wood but they have been tested and approved for higher rates of impact with less compression and more absorption. Lastly make sure that not just a part of it but the whole pad is flame retardant with zero flame time. If there is a fire you do not want to add the element of raining melted plastic drops to your already horrible experience.

Reinforced stainless steel brake lines and proper racing fluid; seems minor enough but it is something to consider. There is nothing wrong with the stock Porsche rubber brake lines exclusively found on all street cars; except they are not designed for off road excursions, higher levels of heat and track debris. This is most likely the easiest and cheapest upgrade that can be easily done the next time you have your fluid flushed. A couple of their pro's are less expansion than rubber under pressure, easier to inspect for damage and have a higher level of impact resistance and will not shear as easily as rubber. If you see surface cracks and the rubber appears dry on your stock brake lines then get them replaced. The cons would be they are not impervious to rubbing or abrasion from moving components like the wheel. Make sure you get a kit specifically designed for your type of car to avoid having lines too long or short that could cause problems in both directions. If your car does a majority of its driving where there is a lot of grit or sand, take the extra time to put some heat shrink tubing over the steel braid. This helps keep out small particles that get into

the braid and cause internal damage when flexing. After they have been installed drive the car for a bit before any track use; pull the wheels off and inspect them to verify there are no rubbing issues. If you have made this modification then you need to replace the brake fluid. If your intention is to drive on the track then replace it with something you can not get at an auto parts store; racing fluid. I know that when you look at the price of a liter of SRF it hurts, but it will hurt even worse if you do not have brakes when you need them. Street legal brake fluid will do what it needs for street driving but it has a very low boiling point. If you have a street car on the track you are already at a disadvantage with a heavier car, possible stock pads and rotors, limited brake cooling and higher temperatures. A good indication that you have boiled your fluid is you start to develop a long brake pedal with a slower stopping time. If that happens come in off the track and have someone or yourself look things over; be proactive instead of reactive.

With the growth of this sport at a club level seats have come a long way; almost to fault where there are too many to choose from. Basically it boils down to this, if it is a dedicated track car get an FIA approved seat with helmet halo protection and if possible nomex seat fabric. If this car could still be your every day driver find something that is easy to slide in and out of but still keeps your lower torso securely planted. You want the seat to be snug but not so tight that you limit blood flow to your brake pedal leg. Any body who has thrashed around the track in a stock street seat will tell you it is exhausting. Another form of safety a good seat will provide, conserving your upper body strength and helps you be able to loosen your grip on the steering wheel and be more



relaxed. The two standing orders you want to look for is a seat that does not fold down and that it is designed to be used with a five or six point harness. Compared to seats the harness is very inexpensive. Every harness comes with an instruction book; read these please. There is some very good information about mounting, angles and degrees that could hurt you in an impact, cleaning and care. Use steel eye bolts for termination of the harness points. Mount the eye bolts to the chassis and use oversized washers for strength. If you do not have a roll cage for the shoulder straps pay close attention to their recommendations to the degree angle from the seat to the chassis. Lastly if you bought a six point harness do not be lazy or cheap by putting both crotch belt latches into one eye bolt; do it right the first time and be done with it. You could possibly lose valuable track time if your car is not permitted by any pre grid track inspection for this one little infraction.

If your car is a dedicated track car look into an activated fire suppression system. You can design the install of the system to protect either the car or the occupants as much as you would like. These are self contained stand alone systems that operate on their own battery power, as long as you were attentive enough to arm the system before you go out on the track. Just in case you are a forgetful person mount the arming box and the activation button within arms reach with your harness or seat belt on. Make sure the button is labeled and not too close to a main power switch, the mistake would be messy and costly to get the bottle recharged. If you mount

activation buttons inside and out of your car you will have your bases covered until help arrives.

In addition to interior and exterior safety buttons if the car is a dedicated track car you should have some way to disconnect all battery power and to stop the engine. If

you have crashed and the throttle is stuck or there is a fire and you want to stop the fuel pumps this is the most reliable way to go. On the older cars (pre 997) there are some good systems out there that perform both functions. Always test things just to make sure that the engine definitely cuts off. For you 997 owners I do not know of an off the shelf system that you can buy. There are systems that people like us (Synergy Racing) and other Koni Challenge teams could sell you. If I were selling it to you I would want to do the install myself just because the computers on the 997 get a little weird when they get completely shut down. These are expensive systems but if you are in

need of help any experienced corner worker at a track will immediately look for the exterior "kill switch" and fire suppression buttons upon approaching a crashed car. Help them out by visibly labeling the switches correctly.

Last but not least is the steering column. If you plan to do at least 60% track driving look into taking the stock steering wheel off and replace it with a racing steering wheel that fits you the best. If you do choose to change out the steering wheel look into a quick release system to remove the steering wheel from the steering column. This feature is not only practical but serves as a safety feature as well. If you have a full cage or high sides to your racing seat the car is easier to get into with removing the wheel; also works for making the exit quicker as well. Also if there ever was a very serious crash and you were unconscious or trapped, removing the wheel helps not only you get out but helps safety workers be able to pull you out with greater ease. Airbags are great for initial impact but get in the way of being able to be seen or accessed by a corner worker and it adds another source of fuel for any interior fire. Some air bags are flame resistant but I am not sure if that is an industry standard. If you do not know what a steering wheel lock is just pull the key out of the ignition and turn the wheel. When it clicks it will stay in that position until the key is reinserted. Now imagine that happening on a straight away at 120 miles per hour. Don't want to see that, well neither do I so that is why every car I build has that feature removed. If you do have it removed please take it to someone who knows what they are doing. This definitely goes for the 997, the steering wheel lock is part of the anti-theft system and if it is done incorrectly you will put the car in safe mode and have your self a nice paper weight with four wheels until it can be pulled out of safe mode; this is not a come to your house or garage service that Porsche offers just in case you were wondering.

I want to be very clear that this is not a lecture or a sermon of what you have to do, but just some thoughtful suggestions to share with any body interested. As a side plug for some friends; every part, except for the kill switch, I have mentioned can be found at CDOC. That is their beauty, one stop shop. With all of this it is always important to look after your own safety; but remember you might have others at home who are waiting for you to come home after your fun weekend. If you do not do it for yourself at least consider some of these options for them.

As always if anybody has any specific questions always feel free to contact me anytime at kerrigan@synergyracing.com or 434.822.8180.

TREASURER'S REPORT

gay jewett

Balance 11/22/08 \$7,119.79

Date	Category	Income	Expenses
12/1/08	HE-ads-Sanders;Imagine Auto	324.00	
12/4/08	RPM09 prizes		80.00
12/4/08	Christmas party - gifts		176.77
12/4/08	office supplies; stamps, envelopes, file box		36.34
12/8/08	SCC fee-paid to Treas. of VA		25.00
12/8/08	Christmas party - gifts		76.13
12/8/08	Christmas party - balance due food and drinks		2,297.18*
12/9/2008	Christmas party - income	1,575.00	
12/11/08	HE-print Dec		413.22
12/22/08	HE-ad - Werkstatt	144.00	
12/22/08	RPM09 dash plaques		66.95
	Totals	\$2,043.00	\$3,171.59
Balance 12/22/08		\$5,991.20	

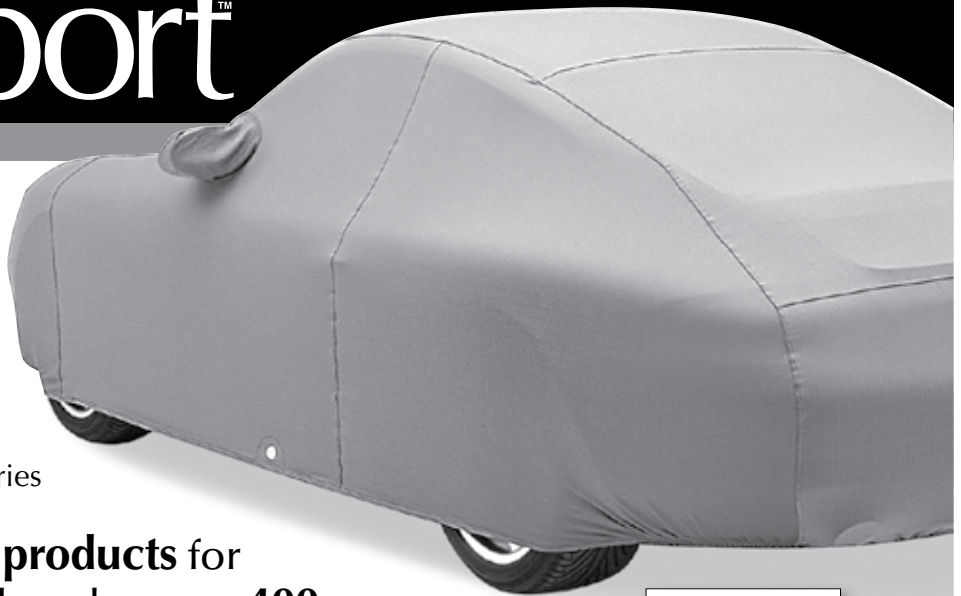
*\$500 paid previously

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MEMBERSHIP REPORT rebecca morgan

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2008 Cayenne

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Charlottesville, VA
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 (details page 6 of this issue)

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