



HEAT EXCHANGER

FEATURED THIS MONTH

PSYCHO BILLY The Conclusion

Past Porsches & Pastrami Tours

Tech Tactics: A Rolling Toolbox / Workbench



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Shenandoah Region, PCA is an 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.

Reproduction of this newsletter is permitted only with written consent of the Newsletter Editor. Porsche and the Porsche crest are trademarked property of PCNA. Changes of address should be sent to the Membership Chairman and to PCA National offices in care of Diana Tringali at PO Box 5900 Springfield, VA 22150, 703-451-9000.

WRITTEN CONTRIBUTIONS AND PHOTOGRAPHS ARE WELCOMED. Please e-mail submissions to info@printsourceva.com, prior to the 10th of the month. Please make the subject line of your email "Heat Exchanger". 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, Dan Ehrman, (434) 973-8399 or (540) 456-8116.

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.

EDITOR

Ben Briggs
PrintSource
 3315 Berkmar Drive
 Charlottesville, VA
 434.975.3000
info@printsourceva.com

ADVERTISING MANAGER

Dan Ehrman
 Charlottesville, VA
 434.973.8399
 540.456.8116

PRINTING & MAILING

PrintSource
 3315 Berkmar Dr
 Charlottesville, VA 22901
 434.975.3000

CONTRIBUTORS

Ben Briggs
 Sherry Westfall
 Jim Condon
 Scott Kaefer



Gary Hagar at Dirty Nelly's welcoming the Shenandoah PCA for the first Porsches and Pastrami Tour, April 2009. Related Story on Page 5.

SHN.PCA.ORG

A regional web forum should make it easier for small groups to organize and coordinate Porsche-related activities quickly without requiring a flurry of emails and phone calls among the participants.

If you would like to join the group, go to the LINKS page, click on "Shenandoah Region Forum," and then click on "Sign in and apply for membership," click on "create an account", and fill in the blanks. Google will send me an email with your request, which Jim Condon will approve if you are a member the Shenandoah Region PCA. After you have become a group member, you can log in to read or post messages at any time by clicking on the "Shenandoah Region Forum" link.

Thanks to Jeffrey Elmore for suggesting the forum, which we hope will help our members get together for small impromptu events. If you have any questions or comments about the forum, send Jim an email at jcondon@nrao.edu. THANKS JIM!

This issue comes to you with many changes! Be sure to check out the Officers and Chairs on page 4 as we have some new contacts, phone numbers, etc. Time to update your Blackberry!

In addition, the deadline for articles and photos for The Heat Exchanger is now the 10th of the month vs. the 20th. This will give us approximately 2 additional weeks to get the latest issue to you. As I mentioned in previous issues, we've had sporadic success with the post office in getting club information to you in a timely manner. The only other alternative is to mail the publication at a higher rate, which we're trying to avoid.

Last, but not least, the final installment of "Psycho Billy". Thanks again to Scott Kaefer for the article. Anyone else have a technical article or story they'd like to share? If so, just send it my way!

Thanks again for your participation,

Ben

SHENANDOAH REGION OFFICERS

PRESIDENT

Sherry Westfall
North Garden, VA
434.295.3955
434.249.2877 (cell)
vscapes@cstone.net

VICE PRESIDENT

Andy Turner
Broadway, VA
540.896.5666

INTERIM VICE PRESIDENT

Herb Distefano
Bumpass, VA
804.448.3448
herbd911@comcast.net

SECRETARY

Pam Ebinger
Vesuvius, VA
540.377.5544
ebinger08@live.com

TREASURER

Bob Duntley
Manakin-Sabot, VA
804.784.3973
rduntley@comcast.net

PAST PRESIDENT

Bill Sanders
Charlottesville, VA
434.249.3359
billsanderscpa@aol.com

ZONE 2 REPRESENTATIVE

Tom Zaffarano
tzaffarano@gmail.com

DRIVER EDUCATION CHAIR

Rick Ebinger
Vesuvius, VA
540.377.5544
fle@rica.net

HISTORIAN

Harry Kennison
Charlottesville, VA
434.293.4530
harry.kennison@comcast.net

MEMBERSHIP CHAIR

Jeffrey Elmore
Palmyra, VA
434.409.0023
jaekormtb@hotmail.com

RPM (Richmond Porsche Meet)

Alex Smith
Richmond, VA
804.741.9704
asmith@collegiate-va.org

WEBMASTER

Jim Condon
North Garden, VA
434.293.6776
jcondon@nrao.edu

SAFETY CHAIR

Erik Boody
Staunton, VA
540.885.8504
erik73T@gmail.com

SOCIAL CHAIR

Sherry Westfall
North Garden, VA
434.295.3955
434.249.2877 (cell)
vscapes@cstone.net

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We look forward to hearing from you soon... Dan Ehrman,
'02 Boxster

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I thank all the members who came to our Annual Planning meeting at the Northside Library in Charlottesville on Sunday, January 9th. About 25 members, including five past Shenandoah presidents, attended, and lots of ideas were presented and discussed. Many things compete for our time, so I understand the sacrifices that are made to allow people to come to a meeting like this.

Prior to the meeting a number of people expressed their distaste for attending business meetings, especially long ones. My goal became to have a meeting that

lasted two hours—max. At the end of our meeting I was feeling disappointed that our session lasted three hours. Then, I thought about the weeks it took in advance to prepare for this event and the many hours that were given by me and others to propose and explore activities and discuss issues of concern to the club. So many events have been suggested, we may have to save some for next year!

I'm very pleased with the enthusiasm Shenandoah has. The numbers on our membership roster have not increased much over the past couple of years but our participation at club events has. Not so long ago, we had an enjoyable but small driving tour with three Porsches and an Alfa Romeo (for part of the time). Last year we had our Fifth Fabulous Fall Foliage Tour that included a reception and tour of G & W Motorwerkes in Waynesboro, a scenic drive, and lunch at the Devils Backbone Brewing Company in Roseland, which attracted 50 plus cars and over 100 people from four PCA regions. Many of our people contributed lots of time and effort to make this event a success. Let's keep that spirit going!

Gary Hagar (see cover photo), co-owner of Dirty Nelly's Pub in Charlottesville, created a very popular event, Porsches & Pastrami. On certain Sundays around 1:00 p.m., we started at the pub with lunch and visiting with our friends and then took a short drive through the countryside or a drive to a particular place of interest. This event was very popular with new members and brought members out who had belonged to PCA for years but had never attended a Shenandoah activity. The exciting thing is that many members became regulars at Porsches & Pastrami as well as other club events.

Unfortunately, after two great years, Gary will no longer be able to host Porsches & Pastrami for us in 2011. Our new tour co-chairmen, Dan Graff and Bates McLain, will be working with Gary and others to develop another event similar to Porsches & Pastrami. Stay tuned for details. Thanks, Gary!

We have an outstanding year lined up that will include autocrosses, drivers education opportunities at race tracks, driving tours, social events, tech sessions, and much more. We are going to try having our business meetings the half hour or hour before social meetings so that the board and interested members can focus on particular items of interest and not take up so much of the social part of events.

The 2011 Porsche Parade will be held on the east coast this year in Savannah, GA from July 31-August 6. Registration opens on March 8th. Get your reservations in early if you want to participate in all of the activities. Shenandoah will try to organize a group or groups that will drive down together and/or meet at Parade.

Come out and enjoy the activities we have planned for 2011! Our next event will be on Saturday, February 12th. We will have a tech session and lunch at Concours Detailing in Richmond hosted by owner and Shenandoah member, Dave Cottrell.

If you questions or suggestions, don't hesitate to email or call me at (434) 295-3955 or vscales@cstone.net.

Sherry

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MEMBERSHIP REPORT

For the period ending Dec 31, 2010

Primary Members 197

Affiliate Members 153

Total Members 350

Welcome New Members:

Kurt & Gwyn Suttell, Massanutten, VA;
1988 911 Coupe

Welcome New Transfers:

Carey Lockhart, from First Settlers;
1984 944 & 2002 Boxster

Have you updated your email address with PCA lately?

We'd love to be able to contact you periodically by email to inform you of special club events. We'll never publish your email or use it more than just a few times a year. Please visit www.pca.org under member services to ensure your email (and other contact information) is correct.

IMPORTANT NOTE: When you receive your membership renewal notice from the PCA national office, please give it a high priority and renew your membership promptly. If you fail to renew within 30 days, you will be dropped from the PCA roster and thus deleted from the Shenandoah Region records and mailing list. Avoid this tragedy by renewing online at <http://www.pca.org> (click on Member Services & Contacts). You may always renew by mail as well.

INSURANCE FOR SHENANDOAH REGION PCA EVENTS

All members, children, and guests who drive, ride, and/or spectate at PCA moving car events are required to sign PCA waivers to be covered by PCA insurance. These events include but are not limited to driving tours, road rallies, autocrosses, gymkhanas, tech sessions, and Drivers Education (DE) events.

Waiver forms for adults are available and are to be signed at the events.

Waivers for children are available on the Shenandoah web site at <http://shn.pca.org/clubdocs.php> and can be prepared in advance. Click on "Release and Waiver of Liability (minors in restricted areas)." Forms must be printed in color and be signed by both parents or guardians where applicable. Waiver forms for children will be available at the events, also.

CALENDAR OF EVENTS

FEBRUARY

12 **Business Meeting, Tech Session, & Lunch at Concours Detailing**
Richmond, VA

26 **PCA National Tech Tactics**
Easton, PA

MARCH

18-20 **Zone 2 PCA DE at VIR**
Alton, VA (Near Danville)

27 **Autocross Test, Tune, & School - Augusta Government Center**
Verona, VA

APRIL

9 **Euroclassics Porsche Autocross at RIR**
Richmond, VA

23 **35th Annual Central PA PCA Porsche Only Swap Meet & People's Choice Concours**
Hershey, PA

May

13-15 **Rolex 24 at VIR**
Alton, VA

14 **Autocross at Augusta Government Center**
Verona, VA

20-22 **First Settlers Region PCA DE at VIR**
Alton, VA

DE: Drivers Education event

VIR: Virginia International Raceway

RIR: Richmond International Raceway

visit SHN.PCA.ORG for details & updates

Is your garage strewn with so many tools and parts that you can't find anything without a major search? Is your workbench too covered with "stuff" to be used? Do mice get into anything out in the open? For Sherry and me, the answer to all of these questions was "yes," so we got the rolling workbench and tool cabinet shown at the back of our new garage in the photo below. We like it because it is strong, cost only \$400, and was easy to assemble.

The kit comes in two large (about seven feet long) and heavy boxes, so you will need a pickup truck, or at least a station wagon or SUV with the tailgate open, to carry it home. Two people are needed to move the boxes around.

One person can do most of the assembly work alone, but it takes two people to turn over the partially built cabinet in the middle of the process. The instruction manual is exceptionally well

written, most individual parts have little labels giving part numbers and orientations such as "large drawer left side panel #13-2 Top," and the parts all fit together right the first time, making assembly a pleasure rather than a struggle. (If you have ever tried to assemble Ikea furniture, you know what "struggle" is.) The whole job took me about six hours, most of which were spent putting the drawers together with a lot of machine screws.

How good is the finished product? The drawer sliders are not as smooth as in a Snap-On toolbox, but they are smooth enough and have catches to keep the drawers from opening on their own.



Devices like this are available spanning the spectrum of quality and price from cheap junk to very expensive professional-grade tool cabinets made by companies like Snap-On. The trick for the typical do-it-yourselfer and amateur mechanic is to find something that is inexpensive, sturdy enough to last a lifetime, and mouse-resistant. Sherry recently saw this solid looking "rolling workbench / cabinet" in kit form at the Sam's Club in Charlottesville, so we decided to try it. It is 77 inches long, 20 inches deep, and 37.5 inches high. The top is a finished maple butcher block 1.75 inches thick. The frame is powder-coated steel, and the ends are steel pegboards. The front is stainless steel, which is durable but shows finger smudges. Two of the castor wheels pivot for easy steering and have lockable brakes to keep the cabinet in place. There are three medium drawers plus one tall drawer on the left and eight shallow drawers on the right. Perforated rubber mats line the bottoms of all twelve drawers. Behind the lockable center door is an empty cabinet with one adjustable and removable shelf.

The maple top is quite nice. The whole cabinet is more than strong enough for long-term amateur use. It weighs a lot but is easy to roll around on the large wheels. It appears to be mouse-proof. I look forward to being able to find my torque wrench and tube of anti-seize compound quickly and unmolested by mice the next time I need them.

Finally, we bought a matching maple-top workbench kit from Sam's for \$200. The kit takes two hours to assemble and yields a heavy-duty (1000 pounds load limit) table 72 inches long, 25 inches deep, and 37.5 inches high (the same height as the tool cabinet). The workbench has six legs with adjustable feet for leveling. There is enough space between the legs that you can roll a stool or small tool cabinet under the workbench. This workbench also appears to be a good deal for do-it-yourselfers on a budget.

PSYCHO BILLY.

SCOTT KAEFER

The Story of My 911S Hotrod. Part III – The Conclusion

What does the future have in store for PB3? Good question!

One reason part III of this story is late is because I've been wrapped up in a PB3 upgrade! Yes that's right...another modification. I'm finally getting around to installing a 964 3.6 engine into Psycho Billy. It wasn't that the 3.2 was lacking in power (dyno tested 206 rwHP, 189 rwtq in a 2300lb car) it's just you can never have enough power, right?! With the air-cooled 3.6 I'm shooting for 240 rwHP and 240 rwtq. Plus the 3.6 is a cleaner, more environmentally friendly engine!

Here's a picture of the 3.6L engine still installed in the donor 964. The engine has a recent stock rebuild including new pistons and cylinders along with the addition of a single belt pulley, K&N air filter, Steve Wong DME chip, and 993 heat exchangers.

After the 3.6 conversion is complete I've got a few minor things left to do before the car is 'done'. I need to refresh the front suspension and install some interior trim pieces. Perhaps fabricate a quieter muffler for the 3.6 conversion. That's about it!

(My wife is rolling her eyes while I'm discussing this part of the story with her. Tana says the car will never be done and I'll always be doing something to it. She's probably right.)

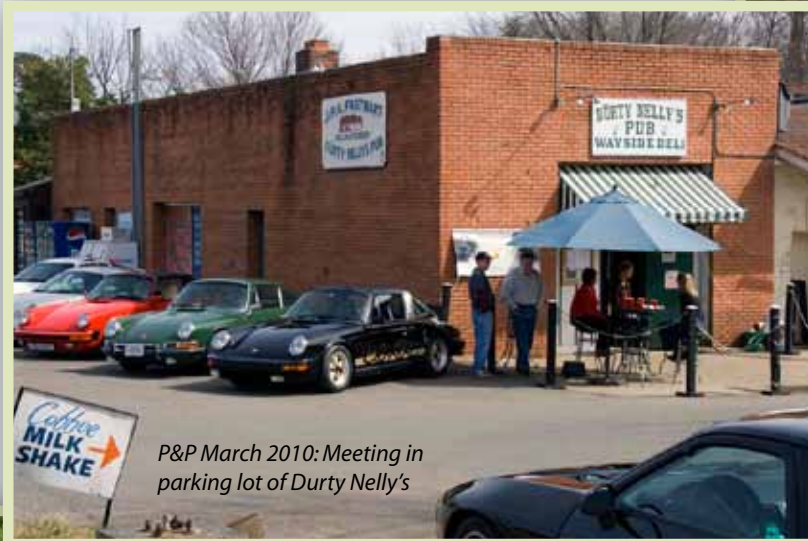
The next big thing I have planned for Psycho Billy after the winter modifications are done is we're going to start autocrossing this year! Yep, this is the year I'll be getting involved in the local autocross circuit, swapping times with Jeffrey, Engelbert, and other autocross enthusiasts. I'm really looking forward to this!



CONTINUED ON PG 15

Past Porsches & Pastrami Tours

Thanks for the Memories, Gary!



P&P March 2010: Meeting in parking lot of Durty Nelly's



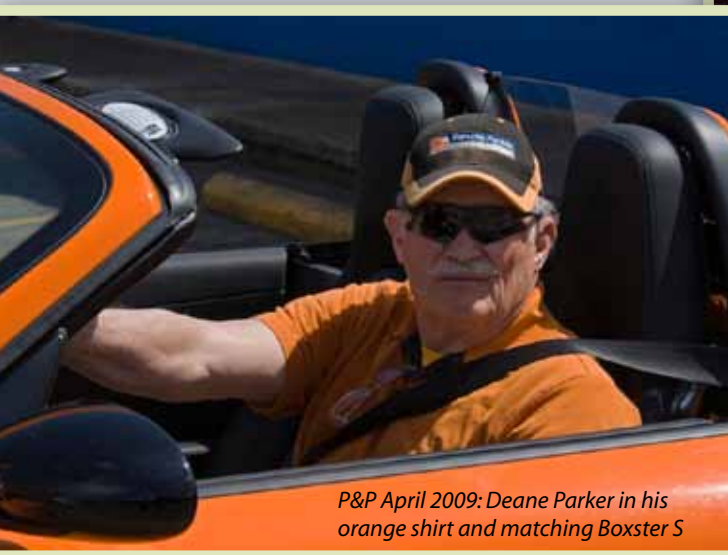
P&P March 2010: At the new Visitor Center, Monticello



P&P May 2010: Scottsville Museum



P&P April 2009: The country store in Schuyler, VA



P&P April 2009: Deane Parker in his orange shirt and matching Boxster S



P&P November 2010: Barboursville Winery



P&P August 2010: Touring the Organ Factory



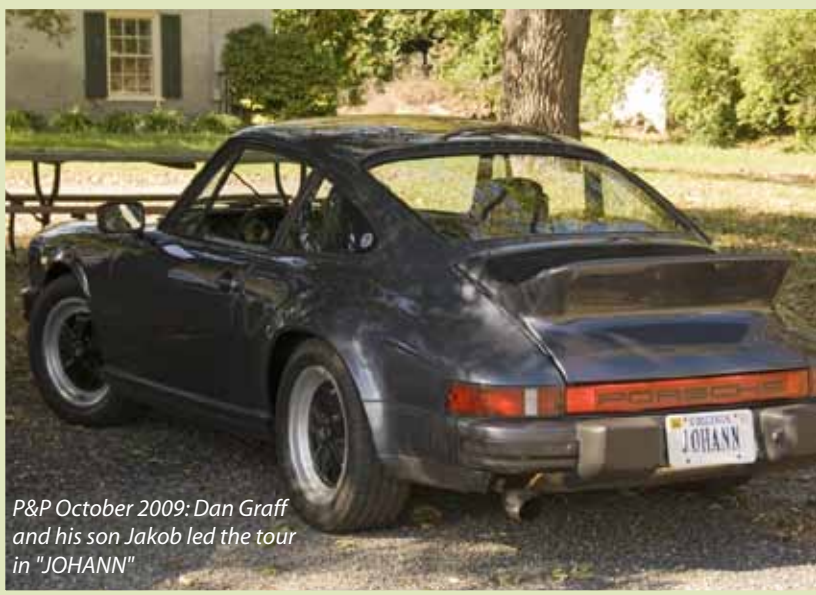
P&P April, 2009: Dan Ehrman and Bonnie Falbo with their 2002 Boxster



P&P November 2010: On the road to Barboursville



P&P August 2010: Meeting at Dirty Nelly's before the Organ Factory Tour



P&P October 2009: Dan Graff and his son Jakob led the tour in "JOHANN"



P&P May 2010: Meeting in Scottsville



P&P October 2009: The Exchange Hotel and Civil War Museum

Sports Car Racing in Camera 1950–59

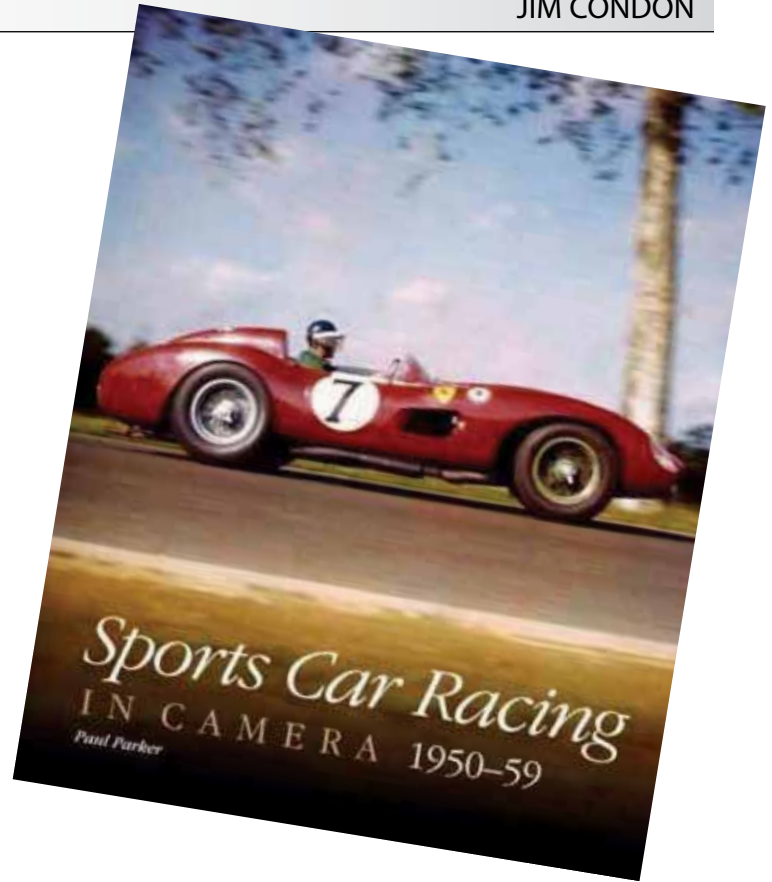
By Paul Parker
 Haynes Publishing: Somerset, UK
 ISBN 978 1 84425 552 8

This coffee table book is the third in a series by Paul Parker, following earlier volumes for the decades 1960–69 and 1970–79. It is divided into ten chapters covering one year each, with photos and captions showing the major European sports car races (Le Mans, Mille Miglia, ...) plus the Carrera Panamericana. The 1950s were dominated by the likes of Ferrari, Maserati, Lancia, Jaguar, Aston-Martin, and Mercedes-Benz, with Porsche playing only a minor role. Even so, it is an engrossing and informative book for vintage racing fans of the Porsche persuasion.

Most of the text appears in the photo captions, which are full of fascinating anecdotes and details to guide the eye, so the captions add considerable value. For example, below the picture of a Porsche 550 at Le Mans on 1953 is the comment "Note the five-stud wheels (changing tyres must have been quite time consuming) and the ventilated drum brakes just visible behind the rim." Or "Note what appear to be two large air intakes under the headlights [of a Jaguar XK120] — an ad hoc modification, perhaps in an attempt to stop the feeble cast-iron Lockheed drum brakes from fading through overheating." The author appears to be exceptionally well informed about most of the cars and drivers of that time, and even the most expert readers are likely to receive an education. He is not infallible, however. The photo of a truck with "Mercedes-Benz Rennabteilung" painted on the door is captioned "The extraordinary 1954-built Mercedes-Benz rennabteilung (race transporter)..."; "Rennabteilung" is actually German for "Racing Department."

Sometimes I had to consult a dictionary to translate from English as a foreign language, however. Did you know that "utterly knackered" brakes are worn out?

The photos come from another era, and many seem to come from another planet. When is the last time you saw a driver smoking a cigarette? Nearly all of the cars were open and had minimal windshields, and they must have given their occupants a really unpleasant cold soaking on rainy days. Most drivers wore aviator goggles and "helmets" made of metal, leather, or even linen! Seat belts, harnesses, Hans devices, roll cages, fire suits? What are they? Spectators often stood right next to the track, separated not by a tire wall, Armco, and a high chain-link fence, but only by low wattle fences (woven twigs, according to my dictionary) that couldn't stop a runaway horse, much less an out-of-control car going over 100 mph. All too many times captions contained phrases like "...he had crashed a Ferrari during the 1951 race and fatally injured a spectator" or "...car lasted another 40 or so laps before an even more extensive self-destruction and immolation left Wisdom with nasty burns" or



"However, the combination of no warning flags and an already slippery track made worse by the heat was disastrous..."

Mechanical preparation and maintenance were often careless by today's standards. John Wyer, working for Aston Martin at Le Mans, explained why their DB2 prototype broke a crankshaft after eight laps: "It is fair to say that in practice John Gordon was sent out with soft plugs by mistake and cooked them in about two laps. Instead of coming straight in he went on driving, with a lot of pre-ignition, which could have helped the crankshaft on its way. We should have changed the engine after that, really, but we didn't." In the 1953 Mille Miglia "the ever-determined, courageous, and resourceful Parnell finished fifth despite a broken Panhard rod mounting ... and a snapped throttle cable that obliged him to drive on the ignition switch. It is even more amazing that the crank did not break given this abuse." Maybe one of the reasons early Porsches were "giant killers" is better attention to detail: they just kept running while the giants killed themselves.

The author's introduction neatly sums up this era of racing with a single sentence "Yes, there was a terrible price to pay in human lives, but it was nonetheless a magnificent spectacle that mocks the sterile artifice of its modern successor." That's why I would much rather be reading this fascinating book than watching a NASCAR race on TV.

The list price of this book is \$59.95, but you can get it from Amazon.com for \$37.77.

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Shenandoah's First Social/Business Meeting of 2011

Fellow Shenandoah Region PCA member Dave Cottrell has offered to host our first tech session and social/business meeting of 2011 at his business, Concours Detailing, in Richmond. We will start with concurrent demonstrations of wheel repair, automobile detailing, paint protection film (clear bra) installation, paintless dent removal, and more. These activities will be followed by a buffet lunch (compliments of Dave), announcements of key club issues and upcoming events, and a chance to take a final look and ask questions.

Date: Saturday, February 12, 2011

Times:

- 10:00AM-10:30AM: Shenandoah Business Meeting *
- 10:30AM-12:00PM: Car care demonstrations
- 12:00PM-1:00PM: Lunch & club announcements
- 1:00PM-1:30PM: Last look & questions

Location: Concours Detailing
8709 W. Broad Street
Richmond, VA 23294

Phone: (804) 747-0130, (866) 244-9336 {Toll Free}

Maps & Other Details: Visit our Shenandoah Region PCA web site at <http://shn.pca.org/>.

Please RSVP to Sherry at vscapec@cstone.net or (434) 295-3955 or (434) 249-2877 (cell) by Wednesday, February 9 so Dave will know how much food to provide.

** Our club is trying something a little bit different this year with Social/Business Meetings. We will hold our official business meetings prior to our social events to allow focused discussion of club issues. During the social part of the event, we will make announcements of interest to the club. All members and guests are welcome to attend the business meetings.*

If the weather is questionable and you are wondering if the meeting will take place, please check the Shenandoah web site or call Sherry.

SHENANDOAH REGION PCA ANNUAL PLANNING MEETING MINUTES

PAM EBINGER

Location: Jefferson-Madison Regional Library—Northside Branch, Charlottesville, VA

Date: January 9, 2011

New President Sherry Westfall called the meeting to order at 1:30 p.m.

Board

The Board and guests were introduced. Herb Distefano is filling in for Andy Turner as our Vice President while he recovers from surgery. Bob Duntley is serving another term as Treasurer. Pam Ebinger is serving as Secretary for another term. Jim Condon is our Webmaster. Harry Kennison is serving as our first Historian. Jeffrey Elmore is taking over the position of Membership Chair; Rhonda Dunbrack is unable to continue for another term. Gary Hagar is serving as our New Member Coordinator. Alex Smith has committed to lead his signature event, RPM, again. Dan Ehrman is serving as our Advertising Manager. Erik Boody is our Safety Chair. Rick Ebinger is our Driver's Education Chair. Ben Briggs is our Newsletter Editor. Our Social Chair position is now open. Dan Graff and Bates McClain are going to be our new Tour Chairs. CPA Bill Sanders, our past president, is helping Bob Duntley with our finances.

Budget and Financial Reports

Bob and Bill are delaying the financial and budget reports until the next meeting.

Notes

- We had an open discussion of problems with the postal service getting the Heat Exchanger to our members and the delays to many areas. We are moving the due date for articles to the 10th of the month.
- Porsche Dealer relations: Mark Cooke's Euroclassics in Richmond is still a very strong supporter of the club. We discussed club relations with Jason Robson and Porsche of Charlottesville. Sherry will get back to us with updates.
- Dan Ehrman briefed us on advertising and would love our members' help getting leads.
- Our Charity Chair position is open. Last year we made a one-time donation to Service Dogs of Virginia.
- Other venues for autocrosses were mentioned. The biggest obstacle is cost. If anyone knows of a parking lot where tire marks are allowed, please let one of the board members know.
- Jeffrey Elmore volunteered to work as the personnel manager for autocrosses.
- The Goodie Store has closed. We are working on finding new options.
- We have held steady at approximately 350 primary and affiliate members over the last year.
- We are working on establishing a policy and setting a reduced rate for dual memberships for those who want to be members of more than one PCA region.

- Ben Briggs, our Newsletter Editor, said that we need more articles! Sherry is looking over articles for name misspellings and then submitting them to Nancy Vetter, our co-editor.
- RPM will be hosted once again at the Faunces' beautiful James River home in Richmond.
- The venue for our Holiday Party will be decided on at our next meeting. Do we want to continue at Michie Tavern?
- Gary Hagar of Durty Nelly's Pub can no longer host the popular Porsches and Pastrami event. Ideas mentioned include Cars and Coffee on Saturday mornings and cruise-ins on Pantops Mountain at the Liberty gas station.
- All kinds of tours were discussed including a drive to The Homestead in Hot Springs, VA and a two-day event at Biltmore in Asheville, NC. Members also discussed a tour to Appomattox and Farmville that includes shopping for our female members, plus more vineyard and brewery tours.
- PCA National is working on "The Community," a Facebook-like service.
- Jim Condon was recognized for doing such a good job as our Webmaster.
- We discussed calling our newsletter a magazine.
- To increase autocross participation, we discussed offering our members a free first autocross.
- Sherry requested that potential new members be referred to Jeffrey Elmore, Membership Chairman.
- Porsche Parade is July 31st thru August 6th in beautiful Savannah, Georgia. We discussed getting a block of rooms and putting together a tour to head to Georgia together.
- We discussed the possibility of hosting a PCA Escape.
- International Gold Cup Steeple Chase Races on October 15th: We discussed co-sponsorship along with the Potomac Region PCA.

Our next meeting location will be announced. The meeting will be on Saturday, February 12th. Board Members are expected to attend an hour early.

The meeting was adjourned at 4:30 p.m.

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Here's Jeffrey Elmore tearing it up at Southside Speedway:



PB3 at the 2010 Rally in the Valley lunch pit stop.

That concludes the story of my '77 911S hotrod. I hope you enjoyed it! As time permits I'll contribute another story or two to the Heat Exchanger. I've got a couple brewing including a story of my neighbor bitten by the 930 bug, a doctor who went out and purchased a 997 after riding in PB3, and perhaps a glimpse at PB4! -Scott Kaefer, skaefer@yahoo.com

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TREASURER'S REPORT

BOB DUNTLEY

Cash Flow: 1/1/2010 thru 12/31/10

OPENING BALANCES

Checking Account	\$6,473.76	
Sweep Account	\$1,489.05	
Total Opening Balances		\$7,962.81

INFLOWS

AutoX Entrance Fees	\$1,433.00	
AutoX Entrance Fees - MotorSport	\$1,049.00	
Christmas Party - Cash	\$675.00	
Christmas Party - MotorSport	\$695.00	
Goody Store	\$120.46	
Green Bank Trip Registration	\$894.95	
HE Advertising	\$6,264.00	
Refunds		
Refund Activity Deposit	\$250.00	
Refund PCA National	\$3,018.00	
Refund PCA Zone 2	\$3,000.00	
Total Refunds	\$6,268.00	
RIR Autocross Registration	\$2,678.35	
RPM Registration	\$3,361.50	
RPM Registration-MotorSport	\$2,277.00	
RPM Sponsor	\$3,650.00	
TOTAL INFLOWS		\$29,366.26

OUTFLOWS

Activity Deposit		\$250.00
Anniversary Party		\$860.04
AutoX Eqpt		\$1,072.25
AutoX Expenses		\$1,007.80
Award Expenses		\$560.15
Bank Charge		\$23.50
Biz Taxes		
Federal	\$227.00	
State	\$92.00	
TOTAL Biz Taxes		\$319.00
Charity		\$1500.00
Christmas Party		\$4,253.23
Donation		\$300.00
Equipment Rental		\$100.00
Fall Foliage - Catering		\$515.00
HE Printing & Mailing		\$9,587.40
MotorSport Service Charges		\$324.92
Postage and Delivery		\$57.04
Refund Autocross		\$2,384.83
RPM Expenses		\$7,567.10
SR PCA Badges		\$337.68
TOTAL OUTFLOWS		\$30,952.62

OVERALL DIFFERENCE \$(1,586.62)

Total Cash Balance 12/31/2010 \$6,376.19



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THE PORSCHE & THE SCOOTER

A man in a Porsche 911 stops at a stoplight and a guy on a scooter pulls up next to him. The guy on the scooter leans over and takes an admiring look at the inside of the Porsche and tells the driver that he has a really hot car. Well, the light turned green so the driver of the Porsche decides to show off and peels out and leaves the guy on the scooter in the dust. Then, all of a sudden, he sees the scooter zip on past him. So, being a little cocky, the Porsche driver floors it again and blows past the guy on the scooter. A few seconds later, he again sees the scooter zip on past him. So now he's a little irate as well as a little miffed that that scooter keeps passing him so he floors it until he is going over 100 mph. He thinks to himself that there would be no way that scooter could catch him now, but then looks in the rearview mirror and sees that scooter starting to catch up. He then decides to find out what that scooter really is and slams on his brakes. The scooter crashes into the Porsche. After the dust settled, the Porsche driver sees the scooter driver lying in the road and goes over to him and asks how he could go as fast as the Porsche on a little wimpy scooter... The man replies breathlessly, "I can't really, but my suspenders were caught on your side mirror...."

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