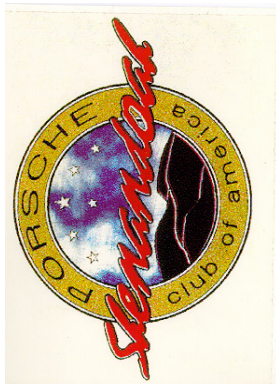


The Heat Exchanger

c/o Philip Audibert, Editor
9116 Open Gate Rd.
Gordonsville, VA 22942



The Heat Exchanger



It's here!

Story on page 3

March 2003

Volume 7, Issue 2 <http://www.shn.pca.org> Shenandoah Region

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*Cover photo, courtesy Donald Bond,
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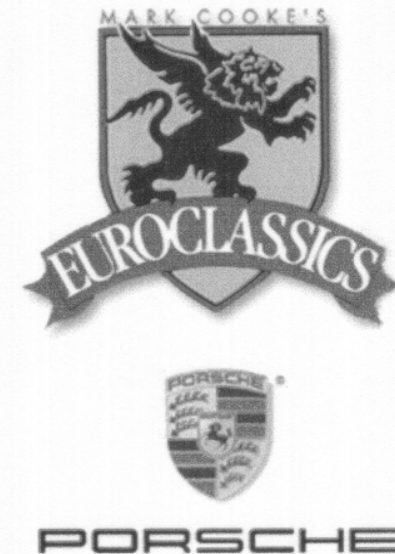
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www.euroclassics.com

Das Market.....

For sale: Wheels/Tires: Yokohama AVS Sport 205/55 ZR16 93W, 225/50 ZR16 92W on original 16" rims from '98 Boxster. Tires have less than 3000 miles! \$700 for all four. Also, one 18" Moda 5-spoke rear wheel with Pirelli P-zero tire with less than 1000 miles. Has damage on wheel and small cut on tire...not pretty but could be used as a spare for autocrossing. \$100

Contact: Dale Dickerson @ 434-974-9467
e-mail: Ddicker9@aol.com

For sale: 1975 911S Coupe, 25th Anniversary Edition (Silver with black seats, hounds tooth trim), sunroof, less than 58,000 miles, very nice condition. Also, I'm looking to buy a Porsche tractor!

Contact: Herb Distefano @ 804-448-3448
e-mail: Herbd@crosslink.net

We believe.....

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 nine times per year (no Dec., Feb., or Aug. issues) with a production **deadline of the 28th 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 Editor and to PCA National offices in care of Diana Tringali at PO Box 5900 Springfield, VA 22150, 703-451-9000

Literary submissions are welcome and expected. Please e-mail submissions to PHLODBEAR@AOL.COM, prior to the 28th 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: \$45/month-full page, \$25/month-half page, \$15/month- quarter page and \$10/month- business card. If you purchase ad space for a year (nine issues), you will receive one month free! All ads need to be sent to the newsletter editor and must be reproducible.

Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 28th of the month previous to publication. These classifieds are free of charge for Shenandoah Region PCA members and all Das Market ads will be purged after running. All others who want to run a classified ad in Das Market will be charged \$1.00/line.



Calendar of Events.....

- Mar. 20**– Social/Meeting Crown Motorcars, Pantops Mountain, Charlottesville. 7-8PM. **Come see the new Cayenne!**
 - Mar. 22**– "Lewis? Is that you Clark?" **Rally**, Afton Mtn. 10 AM. Details on page 4.
 - April 5-7**– Zone 2 Driving event, VIR, Danville (www.pca.org/zone 2)
 - April 13**– Autocross, Augusta Gov't Center, Verona, 10 AM
 - April 17**– Social/Meeting TBA
 - May 15**– Social/Meeting TBA
 - May 18**– Autocross, Eastside Drag Strip, Waynesboro.
 - June 14-15**– Richmond Porsche Meet (RPM) Concours, Rally, Tech Session, Banquet, Autocross! **The Big Event!**
 - July 19**– "Up Along the Blue Ridge" Sightseeing Tour
 - Aug. 24** - Autocross, Crewe airstrip.
 - Sept. 13** – Fox and Hounds Rally, Middlebrook
 - Sept. 18**– Social/Meeting TBA
 - Oct. 13**– Euroclassics/Shenandoah Region Driver's Ed, VIR
 - Oct. 16**– Social/Meeting TBA
 - Oct. 19**- Autocross, Southside, Richmond
 - Nov. ?**- Sightseeing & Wine Drinking Tour to Jefferson's Poplar Forest
 - Nov. 20**– Social/Meeting TBA
 - Dec. 7**- Annual Christmas Party at Mel Brannan's, Richmond
- All dates subject to wild and unreasonable fluctuation!*

Table of Contents

Calendar of Events	Page 1
President's letter	Page 2
From the Editor's Desk, Cover Story	Page 3, 11
Exciting Social Event Line Up	Page 4
VIR With the Pros	Page 5, 6
Tire Test in a Blizzard?	Page 7, 8
Membership Report	Page 8
Board Meeting Minutes/	Page 10, 11
Treasurer's Report	Page 11
Das Market/We Believe	Page 12

President's Letter.....



President, Rick Ebinger

I hope everyone is staying warm and dry through these last few weeks of interesting weather. We have had many things going on that makes me think we will have a great summer for events.

We had a surprise last month with the Verona Government Center telling us that we could not use the lots for autocrossing this year. For those of you who autocross regularly this was a big blow for us. Since then we have come to an agreement with them and we will be able to autocross there, but there will be some changes. It is critical that we be good customers for them so we can continue to use this facility. We have never had a problem and I don't expect any, but it needs to be said.

We are signed up to sponsor the upcoming **Zone 2 Driver's Ed event at VIR**. It is full course and for **April 5th, 6th, and Monday the 7th**. If you plan on attending, sign up soon by going to: www.pca.org/zone 2. This was a sell out last year and I am sure it will be again this year. Even if you are not sure of what this is about, it is a great weekend just to come down and check things out. If you have any questions please feel free to e-mail me at fle@rica.net.

I went to the Zone 2 President's meeting last month and learned a lot about what is going on and what is coming up within our areas. The Shenandoah region is one of 11 regions in Zone 2, and we discussed the issues we encounter while putting on events and running the regions. There was an interesting discussion about auto insurance and Driver's Ed events. I will discuss the high points at the March meeting.

"we have come to an agreement with them and we will be able to autocross there, but there will be some changes."

Lastly, I hope everyone can attend this month's meeting at Crown. I especially want to invite new members and those who normally don't get the chance to attend our meetings. This is a social event; we are hoping to see some of the newest cars the dealer has to offer, including the

Cayenne! And, we'll have a general Q&A session. This is the member's meeting and we want to discuss what the members are interested in. If you are thinking of attending, or are even on the fence, come and you will like what you find. Have a good month and I hope to see you at **Crown in Charlottesville at 7PM, Thursday, March 20.**

Rick

(Continued from page 3)

thought. Somewhere in between 8th and 20th fastest track times, are OUR cars! Actually, most of us are on the slow side of 20th place!

This is an awesome vehicle, and I've done a 180 turn-around regarding my opinion of it.

But I can't afford one. The Turbo, (read "rocket" here) is listed at \$89,000, and the S goes for \$56,000, which is more reasonable, but still out of my range.. Is the 110-hp difference worth the extra \$33K? I guess it depends on the

goodies. The Cayenne is loaded with all kinds of high tech stuff to control all-wheel traction, ride, suspension height, GPS and Bose 14 speaker stereo. But at the heart of it is what Porsche's director of SUV operations, Klaus-Gerhard Wolpert said in that same *Pano* article. "The Cayenne's father is a sports car."

Man, I wish someone in the club would buy one of these things and bring it to an autocross! And then later they should take it to a Driver's Ed event at VIR. This chili pepper is going to kick some serious butt.

Editor Phil

WHERE & WHEN CAN I SEE & TEST DRIVE THE NEW CAYENNE ?

Mark Cooke's Euroclassics--
11906 Midlothian Tpk., Richmond.
All day, Saturday, March 15th

Crown Motorcars-- Pantops Mountain, Charlottesville
Tuesday, March 18th
6:30 PM-9:00 PM.

Treasurer's Report.....

<u>Date</u>	<u>Category</u>	<u>Income</u>	<u>Expenses</u>	<u>Totals</u>
1/1	Balance on hand			2955.90
1/4	Postage to VIR		18.31	
1/9	Jan. Newsletter		335.88	
1/14	Postage, Jan. newsletter		77.79	
1/16	Two ads in newsletter	180.00		
1/16	M. Shutty-rally gifts		72.63	
1/23	Meeting expenses		28.05	
2/5	National	588.00		
2/12	Zone 2 Driving Event		1500.00	
	Totals	768.00	2032.66	
2/28	Balance on hand			1691.24

Minutes of the Board of Directors Meeting
Shenandoah Region Porsche Club of America
Crown Motors, Charlottesville, VA
Jan. 16, 2003

CALL TO ORDER: Newly elected President, Rick Ebinger called the meeting to order at 7:10 PM. Noting the inclement weather (snowing heavily), he moved on to establishing a calendar of events for the rest of the year.

CALENDAR: Mike Shetty presented a tentative list of rally dates as follows: March 22nd for a either fox and hounds or a gimmick rally; April 15th for the second rally of the season, (it was noted that would conflict with the first autocross of the season); July 19th, a touring non-competitive driving event, possibly in Madison County; Aug. 9th or 10th another rally, time and location to be announced. (*Editor's note: Many of these dates have been modified since the meeting was held; the official calendar is on page 1 of the Heat Exchanger.*)

DRIVING EVENTS: Rick proposed adding one more autocross this year, bringing our total for the year from four to five. He also established the following dates on the calendar:

April 5-7: Zone Two driving event at VIR.

June 14-15: Richmond Porsche Meet (RPM)

Oct. 13th: Euroclassics/Shenandoah Region driving event at VIR.

OTHER BUSINESS:

Rick said one of his goals this year is to upgrade the club information boards on display at both Euroclassics and Crown dealerships, as well as at G and W Motorwerkes.

Also, Rick asked for some help in upgrading the web site. Don Herzog volunteered his services.

Concerning the Zone Two event at VIR, Rick said the club will invest \$1500 to participate, but all that money will be made back by participant registration fees.

Club Finances: Treasurer, Gay Jewett pointed out that RPM is THE big money maker for the club. Rick added that the autocrosses will make the club money this year because we won't need much in the way of new equipment.

Logo: Bryce Jewett reminded everyone that the logo issue is still in limbo, and the "goody" store needs to be replenished. But there's no point in replenishing the items unless we're going to stick with our old logo. He reiterated that use of the Porsche crest in a club logo is a "no no."

NEW BUSINESS: Dave Lasch approached Secretary Phil Audibert about taking over as club secretary, much to Phil's relief. On a motion by Phil and seconded by Bryce, the Board elected Dave Lasch the new Secretary of the club.

ADJOURNMENT: There being no further business, the meeting adjourned at 8PM.

From the Editor's
Desk.....
It's Here!
The Cayenne, that is.....



I must admit, when I first heard that Porsche was planning to produce an SUV, I did an eye roll worthy of a 14-year-old. "Cmon," I said, "Porsche has no business trying to jump onto that old runnin'-out-a-steam bandwagon. Stick to what you do best," I muttered. "Make sports cars."

Editor, Phil Audibert

Well, from what I've been reading, they are doing just that. But THIS sports car seats five, carries 62.5 cubic feet of cargo, can lug 225 pounds on its roof, can go through 22 inches of water, and can tow 7000 pounds.

Oh, by the way, I forgot to mention; it goes fast...very fast.

I'm quoting now from the November 2002 issue of *Panorama*. The author of the article, Larry Edsall is talking with Porsche Project Manager, Egon Verse during a break in a road test in the Yukon where a convoy of Cayennes were being driven over frozen highways at triple digit speeds!

"Verse notes that the 444-hp Cayenne Turbo owns the **eighth fastest lap time ever posted** by a road vehicle in testing at the Hockenheim track, 'and that includes sports cars,'" The article goes on to say that the garden variety Cayenne S, with a mere 334 squirrels in its cage placed 12th. The next fastest SUV was the BMW X5 4.6 in 20th place. Now here's a sobering

(Continued on page 11)

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Exciting line-up of Social Events for 2003

By Mike Shutty

We will have three Rallies and two Sightseeing Tours this year (plus there are some other options to be included later in the year). Since last year's Rally championship went so well, we will do this again. Watch out Eric & BJ (our current champions), the competition will be intense !! Info on the scoring system will be provided during the drivers' meeting at the first event, and it will be the same as last year.

Our calendar is as follows:

- ◆ **March 22 (Saturday):** *Lewis? Is that you Clark? Rally.* We will meet in the parking lot of **The Inn at Afton** located on top of Afton Mountain just off of I64. This rally will take you back towards Charlottesville, as we trace the little known route of Lewis & Clark's travels around Albemarle to gather supplies for their trek across the continent. It is the 200th anniversary of this famous exploration ... *and we will be part of it!* The drivers' meeting will be at **10AM**.
- ◆ **June 9 (Saturday):** Rally #2 will be planned in conjunction with RPM; details will be announced. Alex Smith & Bryce Jewett are putting this one together.
- ◆ **July 19 (Saturday):** *Up along the Blue Ridge Sightseeing Tour.* We will drive from Crozet, VA, up alongside the mountains, passing through many little towns, to a nice spot for lunch. There will be antique shops at the end of our route and (if I can arrange it) a car museum along the way (old US iron). Thanks to Don Herzog for suggesting this one.
- ◆ **September 13 (Saturday):** *Fox and Hounds Rally.* In conjunction with the Shenandoah Valley British Car Club, Ken Brasfield and I are staging a F&H adventure in Augusta & Rockbridge Counties. The event will end with a barn party and car show (*all of England's machinery versus the Stuttgart crowd!*). This will be a wonderful closing event to the rally championship.
- ◆ **November (to be announced):** Chad Hurst is planning a sightseeing and wine-drinking tour to Jefferson's summer home at Poplar Forest. Since TJ won't be there, we will have run of the place!

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Membership Report

February 2003 by Mel Brannan

146 Members

Welcome to the following **New Members:**

- **Gregory Felton** of Richmond, VA 2001 Porsche Boxster
- **David and Melanie Morgan** of Louisa, VA 1987 Porsche 944T
- **Jeff and Jess Snyder** of Charlottesville, VA 1968 Porsche 911 Targa
- **Roy Turner** of Bridgewater, VA transferred from Potomac Region 1973 Porsche 911 Targa

Reported as Non-renewals from National:

- **Robert and Joan Duntley**

(Continued from page 79)

With steering nearly gone, and I mean gone, I managed to stop all the traffic, as I used my excellent lateral traction (note: this is a new term) to cross the median to get on the east-bound lane of I-64. This was a good time to test the braking grip of these "sport" tires ... I literally slid down the big

hill (on I-64 West) coming into C'ville. I was looking out the side windows more than the windshield ... excellent lateral traction I thought to myself, as I studied the guardrails, the ditches, the few cars approaching from the rear...

I found a parking lot. Then began a long walk in the heavy snowfall to a seedy "love" motel where I spent the night in a freezing room (all the good places were 'booked' for the Lewis & Clark celebration). But the car was safe.

Next time, I'm not going to worry about the rust factor.

VIR WITH THE PROS.....

By *Howie Dunbrack*



I had a unique opportunity to taste the real world of professional sports car racing recently.

Scream Racing and At Speed Motorsports, who field two Howie Dunbrack (r) with Derek Bell GT3 super cup 993's, were recruiting crew members for the Speedvision GT world challenge race at VIR. I contacted the crew chief, told him of my interest and experience in racing, and the next day, received an invitation to join the team for the October 25-27 event.

This event, called the VIR Speedfest, consisted of six classes of racing, including spec racers, champ cars, F2000 open wheel cars, two classes of world challenge cars and the Trans Am series. Wow, what a line up!

I made the trek to VIR early Friday morning and met with my team, which consisted of two drivers, two mechanics, a crew chief, and three other weekend warriors like myself.

The At Speed Motorsports entry was the Rogaine-sponsored #23 drive by Bob Miller of Ellicott City, MD. Bob is a Potomac Region member and a very successful club racer. He was also the 2001 GT World Challenge rookie of the year. The Scream Racing GT3 was driven by Greg Merrill from Bethesda, MD, a 2000 podium finisher at Rolex 24 Daytona and a former G & W driver.

Friday was to be a practice day and duties were handed out. My jobs were checking tire pressures, fueling both cars, and making sure the radios were in place. On pit lane, I clocked and recorded lap times, then checked tire temps after each run.

After practice was over Friday, I took in all the sights, sounds, and smells of the entire garage area. It was full of big time race teams with big haulers and half million dollar motor coaches, not to mention the cars: Porsches, Ferraris, Jags, Corvettes, Audis, open wheel cars, even a spec Miata class. I met and talked with great drivers such as Boris Said, the 2002 Trans Am champ, Paul Gentilozzi, another Trans Am winner, and my favorite, Derek Bell, who came over to our garage and hung out for awhile....truly a world class guy.

The next day was qualifying, and much warmer temperatures sent most

(Continued on page 6)

(Continued from page 5)

teams scrambling to figure out the set up for the track conditions. The Rogaine #23 qualified 13th out of 26 cars, but weight was low at inspection, and we were put in the rear of the field. Greg qualified mid pack in the Scream car.

After the Saturday session, our team was invited to the exclusive VIR club which sits on the track property. The club is a restored plantation house with a nice bar area, a billiard room, and plenty of large rooms where the racing elite could gather. Speaking of racing greats, I sat at the bar with Chris Economaki and Boris Said as they reminisced about old times.

Now, it's race day. There's a lot more intensity in the garage area and everyone is focused and thinking clear. It's a great feeling to know that your efforts are about to roll into competition. I was wishing to be in the driver's seat right about then, for I hadn't felt this way since my oval track days in the mid 90's.

The preliminary was a spectacular flag display and parade on the starting grid. The flag of each manufacturer was waved for the crowd and the Speedvision cameras by a fine group of young ladies.

After two warm-up laps, the race began right in front of me. Bob got a great jump on about six cars from the rear of the field, and Greg shuffled his way through as well. Exciting but uneventful, the race reached the mid point with the Rogaine car up into 10th place and duking it out with Derek Bell. With lap times consistent we were looking good, but then the stop watch went way past the previous time for #23. Bob was off track and spinning around. There went that top five finish we were hoping for. He was able to regain a few spots lost in the spin to finish 13th. Greg held his serve and finished a respectable 11th. A strong showing by a rookie in a Saleen topped another GT3 with three laps to go for the win...a great race and both cars stayed in one piece!

After we put ours away, it was time for some Trans Am action. This would be the last one for the season, and of course, Boris Said, a seven-time winner this season, was the favorite.

I left the pits for the massive infield at VIR to observe and record some action. I got some great footage and learned a few things from these road racing pros.

As expected, the checker was taken by Boris Said (I want to party with that guy!) in a Saleen Mustang. I rushed to the podium to see the celebration and got sprayed with victory champagne and watched as Boris got a pie in the face from another competitor. That was very cool.

What a great time! What a great experience! Would I do it again? Only for the rest of my life!

Involvement in PCA is the sole reason I got to have this experience. I encourage all Porsche owners and club members to come out and attend a PCA-sponsored event and have some fun this year. Porsches are built to be driven hard and enjoyed, not to sit in the garage and collect schmutzig!

Auf Wiedersehen
Howie Dunbrack

Tire Test:

How well do Summer-only Tires work in a Blizzard?

By Mike Shetty

Many of us have asked this question: Do I really need to get winter tires? Can't I just drive sensibly on my wide, soft, performance tires? After much planning (or lack of it), a tire test was developed ... I decided not to use my 1970 911 due to the rust factor, and besides, the engine is placed over the wheels. No, let's use a test car that is mostly plastic, rear wheel drive, front engine, and with a wheel spinning, high revving power band ... yes, let's drive a Honda S2000 in a whiteout!!!



So after, our January 16th Shenandoah Region PCA meeting at Crown Motors, I hopped onto I-64 West and drove into one of the biggest and quickest moving snowfalls of the year. I'm thinking, let's see what these 225/50R16 Bridgestone Potenza S-02s can do! Now I must admit, I thought that the "S" meant "Sport" ... Yeah, sport tires are for me!! I didn't know there was such a thing as a "Summer-only" tire; what the hell is that? Am I supposed to walk to work during the other seasons or go down to the tire dealer and let him abuse my rims every six months?

“With steering nearly gone, and I mean gone, I managed to stop all the traffic, as I used my excellent lateral traction (note: this is a new term) to cross the median to get on the east-bound lane of I-64.”

As it turns out, the soft rubber compound is not so soft when it's cold; rather, the tire hardens-up like a rock (the experts say that if the temp is less than 40 deg F, you begin to lose grip). OK, I think, I'll just go faster, generate some heat in these babies! By this time the road is all white, and I begin to notice that I'm making corrections to the left, to the right ... and the skidding gets longer and longer.

Good time for a lateral g-test. This Honda is good for almost 1.0g. But my highly trained vestibular system indicated 0.4g and falling fast ... soon I was at 0.01g. I began to sweat and repeat to myself: “why did I pass that last Charlottesville exit?” By this time, I was the slowest car on the road; SUVs of all shapes and sizes were whizzing by ... so much for the high-revving, high-tech power plant.

(Continued on page 8)