

The Heat Exchanger

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



The Heat Exchanger

A brand new GT3 awaits a good home... More p/r Page 10
Volume 8, Issue 2 March 2004 Shenandoah Region PCA

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Check out our web site: <http://shn.pca.org>

President/Driving Event Chmn- Rick Ebinger

161 Tye River Turnpike
Vesuvius, VA 24483
fle@rica.net
(H) 540-377-5544
(W) 540-248-9691

Vice President-Phyllis Scrogam

2939 W. Main
Waynesboro, VA 22980
scrogam@gandw.com
(H) 540-943-3503
(W) 540-942-5285

Secretary-Dave Lasch

101 Stuart Place
Charlottesville, VA 22903
dlasch00@hotmail.com
(H) 434-296-3229
(W) 434-244-5123

Treasurer-Gay Jewett

143 West Square Court.
Richmond, VA 23233
gayjewett@comcast.net
(H) 804-708-0007
(W) 804-257-7251

Newsletter-Philip Audibert

9116 Open Gate Rd.
Gordonsville, VA 22942
Phlobear@aol.com
(H) 540-832-3509

Safety Chairman-Erik Boody

1126 Miller Farm Road
Staunton, VA 24401
eboody@rica.net
540-885-8504

Web Master- Don Herzog

9219 Crystal Brook Terr.
Glen Allen, VA 23060
(H) 804-935-0120
dshertzog@toast.net

Membership-Mel Brannan

2166 Hunter's Mill Rd.
Powhatan, VA
804-598-9767 (H)
Mel@BrannanConsulting.com

Social-Mike Shutty

396 Summerdean Rd.
Middlebrook, VA 24459
mshutty@wsh.state.va.us
540-885-8202

RPM-Alex Smith

12200 Old Buckingham Rd.
Midlothian, VA 23113
(H) 804-794-6579
(W) 804-741-9704

Zone 2 Representative-Manny Alban

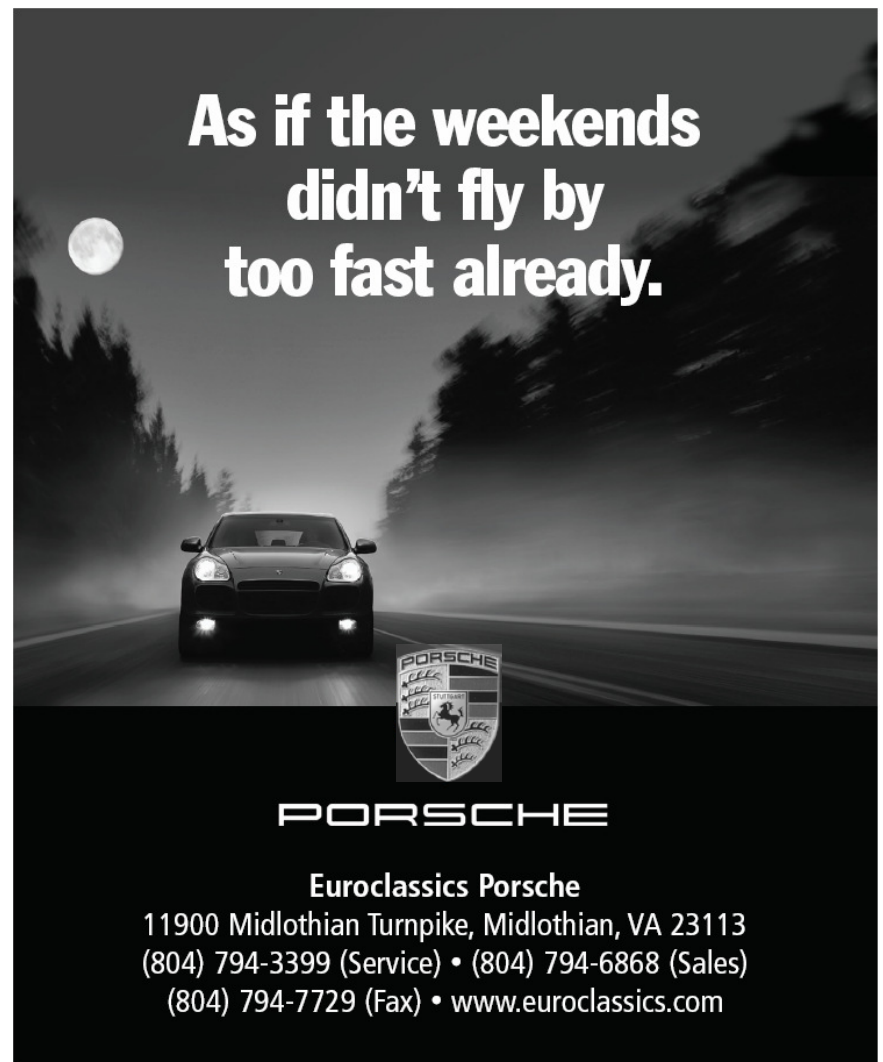
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Cover photo, Phil Audibert

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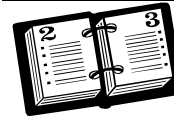
The region's newsletter, "The Heat Exchanger," is published nine times per year (no Dec., Feb., or Aug. issues) with a production **deadline of the 26th of the month prior to publication.** The information in this newsletter is solicited from the membership of this region and other newsletters and may or may not be consistent with the beliefs or ideals of the Editor.

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Literary submissions are welcome and expected. Please e-mail submissions to PHLODBEAR@AOL.COM, prior to the 26th 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: \$50/month-full page, \$30/month-half page, \$20/month-quarter page and \$15/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 26th 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.....

March 18– Social/Meeting Crown Motorcars, Rt. 250 East, Charlottesville, 7 PM.

March 27– The Ides of Spring tour to Warm Springs with the British Car club. Meet at Afton Mtn. (motel parking lot) 10 AM.

April 2-4– Zone 2 Driver's Ed event at VIR. Go to Zone 2 web site to register. Do it NOW. Space is limited.

April 17– Driver's choice: tour or Fox and Hounds Rally to the Peaks of Otter with optional overnight stay. Meet at Afton Mtn. 10 AM.

April 18th– Autocross, Augusta Gov't Center, Verona, 10 AM.

May 16– Autocross, Augusta Gov't Center, Verona, 10 AM.

May 20– Social/Meeting TBA, 7 PM

May 22– Rally celebrating 40th anniversary of the 911.

June 4, 5, 6– Richmond Porsche Meet (RPM) Concours, tour, swap meet, banquet, autocross. Our Premier annual event!

August 7– Tour to Mike Shutt's House. Meet at Afton Mtn. 10 AM

August 29– Autocross, Southside Speedway, Richmond, 10 AM.

September 16– Social/Meeting TBA.

September 19- Joint autocross with First Settler's PCA, Crewe Airport

Oct. 11- Euroclassics Columbus Day Driver's Ed Event, VIR, Danville.

Oct. 16 or 17– Chad's Tour, TBA.

Nov. 18– Social/Meeting, TBA 7 PM.

Nov. 19-21– G & W's Fall Fling, VIR, Danville.

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President's Letter.....

Off we go.....

The season is upon us. As I look at the calendar I see the very first Autocrosses already popping up, the Saturday tours coming, plans coming together for yet another great RPM event in June. Time to pull the "summer" cars out, dust them off, knock some more rust off of them (me), and start thinking about what to participate in. Here's a heads up to those of you who may have not heard what's right around the corner.



President, Rick Ebinger

For the Autocrossers, the SCCA is planning on a run at the Government center in Staunton **March 14th**. Come early if you plan on attending, they had 96 cars there last time they ran. We have a **tour** coming up on the **27th of March**, and the President's meeting and the 2005 Parade meeting in Hershey is the last weekend of the month. Sounds busy, and don't forget the **Zone 2 driver's Ed event April 2-4th at VIR**. You should already be signed up because this is always a big draw. I know some hotels are already being filled. Busy enough for you?????

We are planning our **first autocross April 18th**, and an updated schedule will be given to Don Herzog to be posted on the web site. With the 2005 Parade and all of the other activities, I expect many opportunities for activities for all interests. One note will be a **social/meeting** at Crown **March 18th**.

Here's a thought that always comes up in the spring of each year for me: safety checks on your vehicles are always a good idea, especially after the cars have been sitting around through the winter. Check tires, brakes, and lines. And some things that many people forget about are expiration dates and wear and tear on helmets, safety belts and restraints, and other basic equipment. It is a good practice to check these things often.

Lastly, I hope to see more people enjoying some of our events throughout the spring and summer. I have seen many new members come, try, and get hooked. So come see what you may be missing. We'd love to have you. Drive safely and have fun.....

Rick

Porsche PFM

by Bill Krause



Since practically all aircraft engines are air-cooled engines, it would seem logical that a well designed air-cooled automotive engine would be an ideal candidate for an aircraft. In the mid 1980's Porsche attempted to modify a 911 engine for aviation use.

The aircraft engine PFM 3200 (PFM: Porsche Flugmotor) was built by Porsche in the late '80s (1987 to 1989) for the single-engine airplanes Robin, Mooney (pictured) and Cessna. The engine developed 217 bhp at 2,343 rpm with a recommended TBO (time between overhaul) of 2,000 hrs. For the Mooney, the maximum level speed at sea level was 168 knots and had a 55% power cruise speed of 152 knots. The base price for a Porsche equipped Mooney in 1988 was a minimum of \$158,000 and an IFR equipped plane ranged from \$187,000 to \$200,000. Mooney produced only 42 of these aircraft.

While based on the automotive design, its components, tolerances, and other design features are totally different and the engines have virtually no interchangeable parts. Technically, the PFM engine, while not perfect, was a significant advance in aircraft engines. While common to automobiles, the PFM had electronic ignition, computerized fuel metering, a reduction gearbox (.44:1), torsional dampers variable timing and a cooling fan to name a few.

Unfortunately these features added complexity, unreliability (for the 1980's) and weight to the engine. Because of the increased engine weight and airframe modifications to accommodate the engine, the Mooney PFM flew slower than the comparable Mooney 201. The engine turned out to be a failure as it was probably too sophisticated, over designed and ultimately too expensive to maintain (required 100 hr inspections and the TBO was less than the 2,000 hrs). The Porsche PFM lived a short life, but a few are still flying.

Bill Krause stands by a Mooney/Porsche PFM at Dare County airport, Manteo, NC during the Wright Brothers Centennial Celebration, December 14-17, 2003. Bill earned his pilot's wings over 20 years ago and dreams of owning his own plane, though probably not a Porsche.



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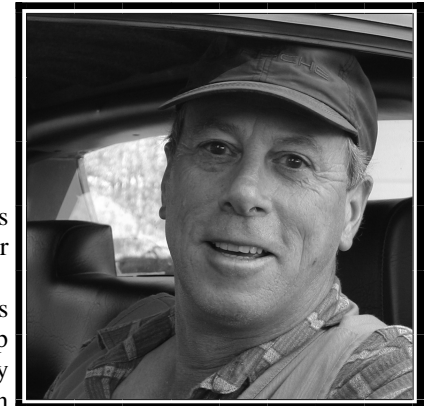
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2004 Porsche 911
Anniversary Edition



From the Editor's Desk.....

My fault.....



I owe a bunch of club members a big apology...I misprinted the date for the January Social/Meeting.

As a result, several members and potential new members showed up at CDOC in Charlottesville on a Friday evening with nothing but a blank look on their face.

Editor, Phil Audibert

Sorry... the meeting was held the night before. There is no one to blame but me.

I noticed the typo on the Calendar of the January issue of the *Heat Exchanger* about five days before the meeting. It should have read, January 15th, not the 16th. It was too late to put together a post card, so I e-mailed everyone on our address list about the date change.

The problem is, not everyone on our address list chose to supply their e-mail address. Some don't even have e-mail. Others have changed their e-mail address since they joined PCA.

To those of you who slipped through that crack, I sincerely apologize, and please be advised that our Social Meetings are usually held on the third Thursday of the month, not Friday.

And speaking of calendars, on page 1 of this publication is the new calendar of events for 2004. It's a doozy. We've got something for everybody: tours, rallies, autocrosses, socials, driver's ed events, and of course our premier event, The Richmond Porsche Meet (RPM) June 5-6.

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THE HEAT EXCHANGER

The photo below was contributed by club member, Bill Krause, who received it over the Internet from his son. All you can say is Oh my God! And yes, the car to the right is a Porsche!



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THE HEAT EXCHANGER



Baby it's cold out there!

Safety Chairman, Eric Boody (left) and club Prez, Rick Ebinger ward off the cold by bundling up at the G and W Fall Fling this past November. Don't worry, fellas, spring is on its way...I promise!

Photo by Bill Sanders

(Continued from page 9)

for a Tour that will exercise the gearbox. Our endpoint will be in Summerdean, VA., in southwest Augusta County where we will have a late lunch and German refreshments (think, green bottles) at the old log house where I live.

*All events are rain or shine events

*You can bring a non-Porsche if you desire (even Hondas are allowed), but Porsche decals placed over any other insignia will be required (just kidding). See you in March.

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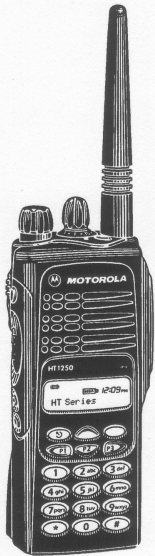
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Who are these guys???????????????

by Phil Audibert



Chris and Colin Dogherty are longtime PCA members who have moved fairly recently to our region. They own CDOC and the Vespa dealership in Charlottesville.


All Christine Perot Dougherty wanted for her high school graduation was to go to racing school. But she got some earrings instead.

“I had an unfortunate run in with the city’s finest for reckless driving— although still to this day totally disagree; I was in complete control of the car the entire time— and my license was suspended for six months, thus preventing my attendance to race school., she explains. “I got some earrings instead.”

“my license was suspended for six months, thus preventing my attendance to race school. I got some earrings instead.” You can sense the obvious disappointment a mile away. EARRINGS! Jeesh.

Anyway, that was in 1997. By that fall, she had recovered enough from the earring debacle to go to Florence, Italy to study culinary arts and later art history, painting and sculpture. She eventually wound up at the Pennsylvania Academy of Fine Arts in Philadelphia. That’s where she ran into a childhood friend who persuaded her to go out to Phoenix, Arizona to Bob Bondurant’s School of High Performance Driving. By the time she had completed the four-day


(Continued on page 7)



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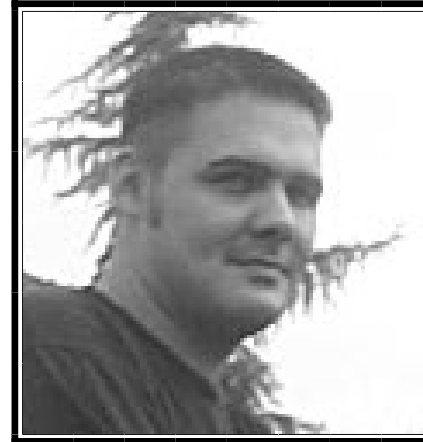
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Tech-Tactics.....

By Harold Singh



Club member Harold Singh is an ASE, I-CAR, DuPont certified tech. Ideas or suggestions for articles? Contact him: Collected1@aol.com.

Details make a difference

If you haven't had a chance to clean your car this winter or you put it away for the winter, we have some simple reminders for you. Everyone knows how to wash a car, I think, but, the details make a difference.

If your car is covered, you should roll, not drag the cover off the car and across the paint. The beginning of any cleaning starts with the inside. The front seats come out very easily in most of these cars, if you really want to clean it out. Vacuum and dust the car. I prefer not to use vinyl protectant that will make it hard to see out of the windshield with a glare from the dash. Some low gloss products are easily substituted.

You may want to clean the inside door jambs and ends of the dash now. The last part of the inside is to clean the glass inside and with the best cleaner you can find. The outside isn't cleaned until you are done washing it. Industrial glass products seem to work well.

Now for the outside. You should rinse the car and remove as much as possible with water only. When applying soap, use a soft mitt. Sponges will hold the dirt and brushes will scratch even your wheels and definitely your paint! If you have an old brush, then you can use that to clean the wheel wells! They should be cleaned as well, but not with the same applicator! Always wash from top to bottom and rinse that way as well. Use a separate mitt for the wheels. Soap and water will usually be enough.

Once you are done washing you should dry with a high quality chamois that is rinsed frequently while drying. Let the car sit for a few hours if possible before beginning any wax coating.

Waxing the car should actually begin with a pre-cleaner followed by a glaze and then a wax protectant. If you have a dark color car, the glaze is an important step to hide fine scratches. The lighter the color, the less they will show. Wax or teflon protectants should not be used over fresh paint for at least 45 days due to solvent trapping.

Good luck and happy spring cleaning!

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(Continued from page 5)

course, she had earned her competition license for SCCA and vintage racing.

It was at a PCA Driver's Ed event at Summit Point that she met Colin. "We found out we were neighbors and I knew I would marry him the first time we ever went out on a date. He was not so easy to convince."

Instead, Colin found her a seat in The Racer's Group GT 3RS, where she experienced a highly successful season, always finishing in the top ten in class. On her 23rd birthday, she won first in class at the Six Hours of Mt. Tremblant. "I was the second woman ever to win in the Grand Am Series," she says matter-of-factly.

Colin readily admits that she's a faster driver than he.

Back in Philly, Colin and Chris were trying to figure out their next move. They decided to move to her hometown, Charlottesville and open a performance and racing parts shop. Hence CDOC.

"We also wanted to change the way people got around town in Charlottesville." Hence the Vespa dealership.

And they moved DAS Sport to town "to improve the supply chain" for roll bars and cages. They married May 3rd of last year. "Since December

2002, we have moved twice, opened four businesses and got married," she says. "Needless to say I haven't had any time for driving."

But that may soon change. "2004 holds new promise," she writes, "and Colin and I intend to campaign our cars in the PCA Club Racing circuit."

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Treasurer's Report.....by Gay Jewett

| Date | Category | Income | Expense | Balance |
|------|-----------------------------|--------|---------|---------|
| | | | | 4156.50 |
| | Balance as of Dec. 31, 2003 | | | |
| 1/5 | Driver's Ed event | 558.14 | | |
| | Caterer donation | 200.00 | | |
| | Grill badge sale | 24.00 | | |
| 1/5 | RPM 2004 dash plaques | | 56.36 | |
| 1/9 | Print Jan. news-letter | | 303.18 | |
| | Mail Jan. news-letter | | 83.54 | |
| 1/30 | PCA National | 616.00 | | |
| 2/3 | Grill badge sale | 50.00 | | |
| | Balance as of Feb. 25, 2004 | | | 5161.57 |

(Continued from page 12)

Meetings (all held at 7PM)

January 15

March 18

May 20

September 16

November 18

Adjournment: The meeting was adjourned early and Colin Dougherty, a PCA member since '88, was introduced to the group (Colin and Chris Dougherty are the owners of CDOC). Colin welcomed us to their facility, gave us a brief explanation of their business, encouraged us to tour the building and last after his '95 GT2 RSR. They also provided a drawing for a workshop manual. Thank you very much Colin and Chris.

Social/Meeting Notes.....by Dave Lasch

**SHENANDOAH REGION
January 15th, 2004**

The meeting, held at CDOC in Charlottesville, began at 7:00 PM and ended about 7:40. Prior to the meeting a great supper was offered by CDOC.

New and Old Business: Rick Ebinger reviewed last year's autocross with First Settlers Region that was held at the airport at Crewe. He intends to make this year's event more competitive by inviting other regions to participate. Rick thanked Don Herzog, the region's webmaster, for keeping the website updated. He also stated that the region received about \$500 for participating in last year's Zone 2 event. Phil Audibert requested that advertisement rates for the newsletter be raised by \$5. His request was accepted. The next newsletter will be distributed in March and should cover all of its expenses.

Calendar for 2004

Social events:

- March 27, tour to Warm Spring with the British Car Club
- April 17, tour and/or rally to the Peaks of Otter with the option of an over-night stay
- May 22, rally
- August 7 (tentative), tour that might end at Mike Shuttly's house
- October 16 or 17 (tentative), tour led by Chad Hurst

RPM:

June 4-6, concours, tour and autocross

Autocrosses and DE Events:

- March 13, Blue Ridge Region and SCCA event held at the Augusta Government Center
- April, 2-3, Zone 2 event
- April 18, 1st Shenandoah Region event, held at the Augusta Government Center.
- May 16, 2nd Shenandoah Region event held at the Government Center.
- June 6, 3rd Shenandoah Region event, a part of the RPM weekend, held at the Southside speedway.
- August 29, 4th Shenandoah Region event, might be held at the Southside speedway.
- September 19, with First Settlers Region (note: their event, "In Flight" is scheduled for October 24)
- October 11, Euroclassic's driver's ed event held at VIR
- November 19-21, G&W's Fall Fling event held at VIR

(Continued on page 13)



**Shenandoah Valley Region
Porsche Club of America
Social Events 2004**

by Mike Shuttly

We have a great schedule of tours and rallies planned for 2004 ... and maybe some more coming !!! So put those elbow flexors to work – shine that Porsche, adjust those valves, (and for some of us) ... set those points, as there will be some spirited driving this year. The Shenandoah Valley British Car Club will be joining us for our first two events ... and these guys do not lag behind; they'll be bringing turbo-charged Minis and super-charged MGs (not to mention, my V8 powered Tiger). Our schedule thus far is as follows.

On **March 27th**, we meet up at the top of Afton Mountain (in the motel parking lot) between 9:30 and 10:00AM and take the fast, curvy country roads to historic Warm Springs, VA., for lunch at the Gristmill Inn. The Inn is located in a restored Mill with all the accoutrements still intact; and the food is great. Ken Brasfield ('59 MGA) and I will put this one together and will call it the Ides of March Tour. We need a head count for lunch, so please e-mail me if you're coming: shuttly@ntelos.net or phone me at **540-885-8202**.

On **April 17th**, we again meet atop Afton Mountain for either a *Fox and Hounds Rally* or a *Tour (your choice, as both will be offered)*. The destination will be the Peaks of Otter Lodge at milepost 86 on the Blue Ridge Parkway, where we will have a nice lunch. There will be several options for the return trip. You are invited to stay the night at the lodge, as the lodge features a quaint bar, a great dinner menu, and a breakfast buffet – some members from both clubs will be staying, so we'll have a big table and debate the merits of our cars, etc. To make reservations, call 1-800-542-5927 (I've already made mine).

“put those elbow flexors to work–shine that Porsche, adjust those valves, (and for some of us) ... set those points, as there will be some spirited driving this year.”

On **May 22nd**, we will have a road rally celebrating 40 years of the Porsche 911. This course will meander along some of the most beautiful roadscapes in rural VA. Of course, we will be having lunch somewhere along the way (if you can find it without getting lost!). The rally winner will be awarded a prize and will be toasted by all. More details will be provided in upcoming issues of the *Heat Exchanger*.

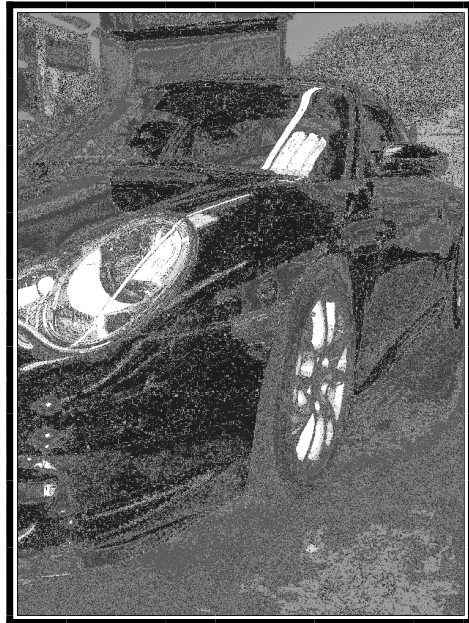
On **August 7th**, we will again meet atop Afton Mountain at 10:00 AM

(Continued on page 17)

Cover shot.....

Sharing garage space at G and W Motorwerkes with the Jagdwagon, at far right, is this 2004 911 GT3. Needless to say, this car will set your hair on fire. Top speed in the 200 mph range. Price: let's just say it's more than \$100K.

All photos both pages by Phil Audibert



Membership Report

February 2003 by Mel Brannan

162 Members

Welcome to the following New Members:

- **Cameron Carroll** of Afton, VA 1981 Porsche 911
- **Rick and Libby Kiser** of Bridgewater, VA 2004 Porsche Cayenne
- **Eric Richmond and son Benjamin** of Shenandoah, VA 2004 Porsche Cayenne S
- **Steve and Susan Cowardin** of Richmond, VA 1970 Porsche 911 Targa
- **James Jarmen and Stephen Garstang** of Charlottesville, VA 1974 Porsche 911
- **Craige and Sandi Pelouze** of Richmond, VA 1999 Porsche Boxster

Reported from National as Non-renewals:

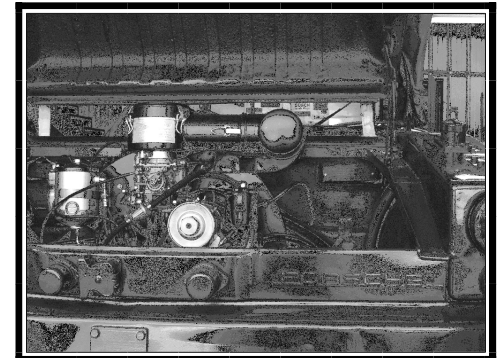
David and Melanie Morgan, Jeff and Jess Snyder, Patrick and Kay Butterfield, Mark and Lee Ann Motley, John Wolf

Who says the Cayenne is the first Porsche SUV?



Spotted recently at the G and W Motorwerkes "Museum" was this extremely rare 1955 Model 597, Porsche Hunter. It was developed during the mid 1950's as an all terrain military vehicle.

The power plant for this four-wheel drive vehicle was essentially a 356 engine, producing 50 bhp. It never got less than 23 miles to the gallon. Top speed...62 miles per hour. Steepest gradient it could climb, a whopping 65%! And it could float! But not under its own power.



Perhaps the rarest feature of this Porsche "Jagdwagen" (hunting car) is the original documentation that accompanies it. Even the "blueprints" are included.

Porsche developed the vehicle for NATO and the restructured post World War II German army. But for political reasons, the 597 was not chosen, despite the fact that it passed all its tests with flying colors. Porsche produced a civilian version in 1958, without much commercial success.

