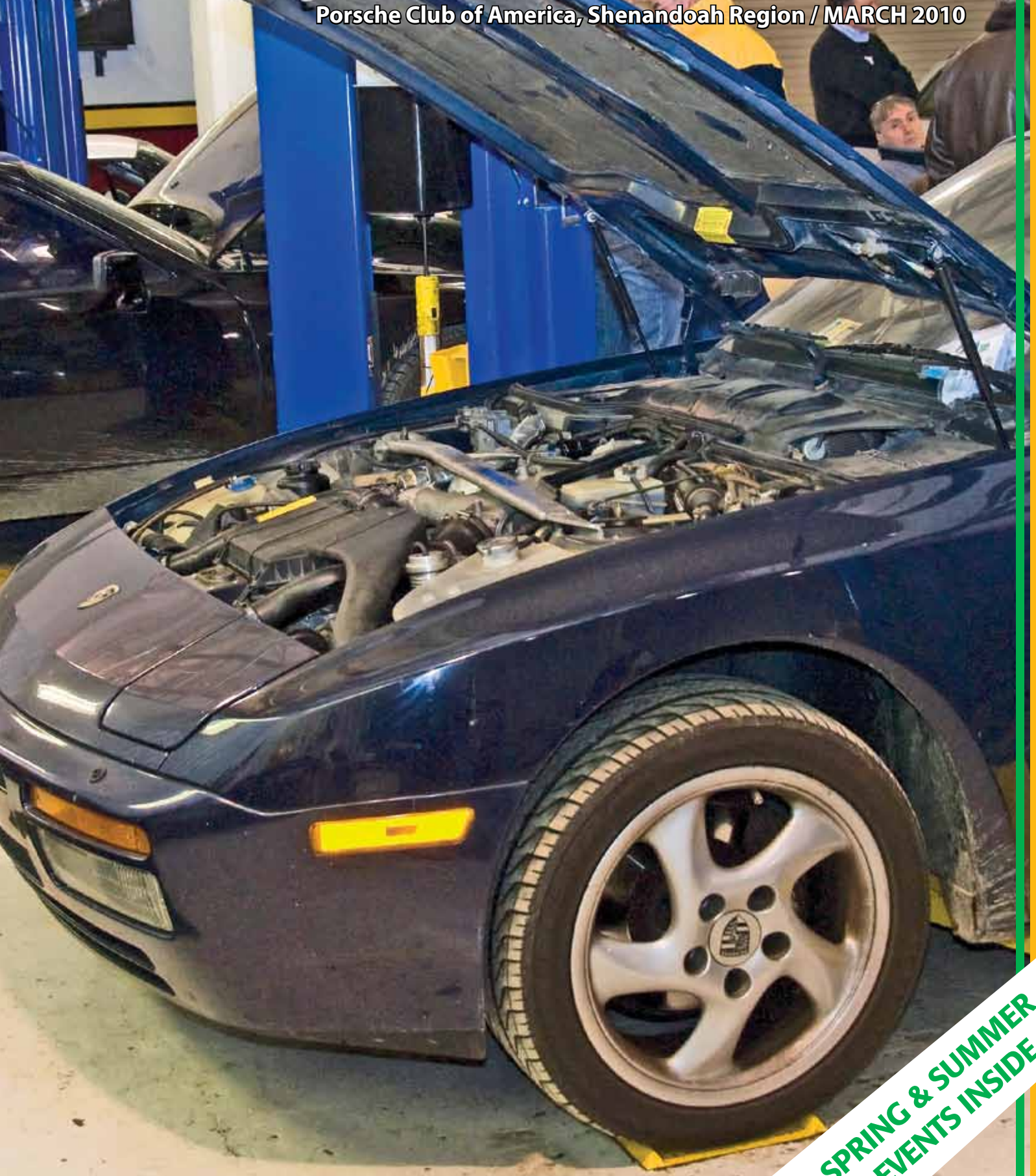


HEAT EXCHANGER

Porsche Club of America, Shenandoah Region / MARCH 2010



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HEAT EXCHANGER

porsche club of america, shenandoah region

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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@printsorceva.com, prior to the 20th 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, 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.

EDITOR

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

ADVERTISING MANAGER

Johnny Johnson
Charlottesville, VA
434.981.0524
johnny@aceautosports.com

PRINTING & MAILING

PrintSource
3315 Berkmar Dr
Charlottesville, VA 22901
434.975.3000

CONTRIBUTORS

Bill Sanders
Sherry Westfall
Jim Condon
Harry Kennison
Al Favilla

ADVERTISERS

ACE Autosports
AutoSport
Basil Mediterranean Bistro
Concours
Dan's Landscapades
Durdy Nelly's Pub & Wayside Deli
Euroclassics Porsche of Richmond
FLOW Porsche of Charlottesville
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Cover photo by Jim Condon of a 944 turbo being prepared for the track in the Overstreet European Motors shop.

SHN.PCA.ORG

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.

from the **EDITOR**

Ben Briggs

We're looking forward to an exciting Spring and Summer season for our members! Lots of fun stuff is in the works from Autocross and Tours to RPM in Richmond. Once the snow melts, we'll all be back on the road again.

Regarding the mail delivery issue we had at the end of the year, I think it was a fluke with the US Postal Service because we seem to be back on track. If you move, don't forget to send in your new mailing address to Rhonda Dunbrack, Membership Chair, in an effort to keep our member list up-to-date.

Happy motoring,

Ben

SHENANDOAH REGION OFFICERS

PRESIDENT

Bill Sanders
Charlottesville, VA
434.249.3359
billsanderscpa@aol.com

VICE PRESIDENT

Sherry Westfall
North Garden, VA
434.293.6776
vscapes@cstone.net

SECRETARY

Pam Ebinger
Vesuvius, VA
540.377.5544
ebinger08@live.com

TREASURER

Bob Duntley
Goochland, VA
rduntley@comcast.net

DRIVER EDUCATION Chair

Rick Ebinger
Vesuvius, VA
540.377.5544
fle@rica.net

SAFETY Chair

Erik Boody
Staunton, VA
540.885.8504
erik73T@gmail.com

SOCIAL Chair

Sherry Westfall
North Garden, VA
434.293.6776
vscapes@cstone.net

MEMBERSHIP Chair

Rhonda Dunbrack
Home: 540.271.1436
Cell: 540.289.9399
rmdunbrack@aol.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

PAST PRESIDENT

Herb Distefano
Bumpass, VA
804.448.3448
herbd911@comcast.net

ZONE 2 REPRESENTATIVE

Tom Zaffarano
tzaffarano@gmail.com

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I promise that spring is coming! March 21st isn't too far away and there is still snow in the yard and around the house, but I can be hopeful.

We had a great turnout for our February meeting at Paul Overstreet's shop, followed by lunch in Gordonsville at the Tolliver house. Thanks to all who came out. I had a chance to sit next to Paul Sponseller at lunch, who was on the February cover of the Heat Exchanger and to Bruce Russell. Paul has been very active recently in autocross. He's also a pilot and has built his own airplane, a Glasair. Flying is a topic I'm interested in and as we talked during lunch, I found out he flew a lot when he was younger....up to Mach 2.5 flying for the Air Force. He flew F-4 Phantom jets while stationed in Southeast Asia and a number of other aircraft. He retired as a Major after serving 20 years. Bruce also flew airplanes in his youth. He flew Grumman A-6 Intruder's for the Marine Corps also in Southeast Asia. My hat's off to these guys for their years of service and for having flown such cool planes on Uncle Sam's dime.

We have the first anniversary of Porsche's and Pastrami coming up on Sunday, March 7th. Gary Hagar is going to provide the food for us. I hope to see many of you there.

I think the snow may convince my lovely wife to let me get a Cayenne! It seems that 4-wheel drive is becoming

necessary here in Virginia. Or I may just sell the 928 and buy a new Boxster Spyder from the dealer in Honolulu. This would be in conjunction with transferring my membership to the Hawaii Region, a thought that crosses our minds as we shovel this darn snow.

Cabin fever, or in my case, Porsche Fever has begun to set in. The cars are still covered and in the garage. I was tempted to drive the 928 a couple of days ago during our recent 55° F heat wave, but with all the salt and dirt on the road, I decided to leave her in the garage.

Be sure to take a look at the calendar of upcoming events in the newsletter and online and start making your plans for the coming activities. There are tours, autocross and social meetings. Also, Parade sign-up begins March 9th, so if you are thinking of going to the Chicago area for this year's event, start preparing now.

Stay warm and be safe. Spring is coming!

Bill Sanders



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MEMBERSHIP

Report

Rhonda Dunbrack

March 2010

Primary Members	191
Affiliate Members	148
Total Members	339

Welcome to the following new members

Sean Carr
Charlottesville, VA
2003 911 turbo

Nick & Nita Palermo
Charlottesville, VA
2007 Carrera Coupe



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CALENDAR of Events

March

- 07 Porsches & Pastrami
Charlottesville, VA
- 12-14 Zone 2 PCA DE at VIR
Danville, VA
- 27 Euroclassics Autocross at RIR
Richmond, VA
(Rescheduled for July 17)

April

- 03 Potomac Founders Region PCA
High Performance Driving Clinic
Summit Point, West Virginia
- 10-11 Poplar Forest & Peaks of Otter Tour/Rally
Crozet, VA
- 18 Autocross at Augusta Government Center
Verona, VA
- 23-25 Bosch Engineering 250 Grand-Am Race at VIR
Danville, VA
- 24 Central PA Region Porsche-only Swap Meet
Hershey, PA

visit SHN.PCA.ORG for details & updates

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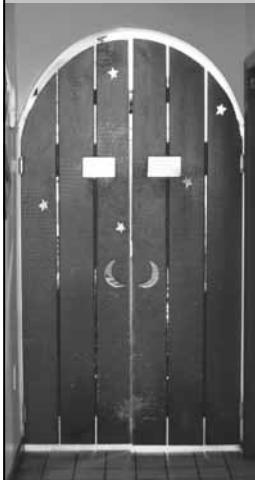
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First Anniversary Celebration of Porsches & Pastrami

Date: Sunday, March 7, 2010
Time: 1:00 p.m.
Where: Durty Nelly's Pub and Wayside Deli
2200 Jefferson Park Avenue *
Charlottesville, VA 22903
(434) 295-1278

* At the stoplight at the intersection of JPA and Fontaine Avenue

To celebrate the first year of Porsches & Pastrami, Gary Hagar will treat us to a complimentary lunch of pulled pork and chicken BBQ with all the fixin's. We'll meet at the pub rain, snow, or shine. If the weather is good, we'll caravan to Monticello to tour the Thomas Jefferson Visitor and Smith Education centers. We'll also have the opportunity to take a tour of Jefferson's home for a fee, browse the gift shop, take a leisurely walk around the grounds, or hike the Saunders-Monticello Trail.

Please RSVP to Gary at (434) 974-7050 or ghagar52@gmail.com by Wednesday, March 3rd to let him know how much food to prepare. Contact Gary or see the Shenandoah web site at <http://shn.pca.org/> for more information.

If you are interested in putting together a short tour or a points of interest drive to lead after a Porsches & Pastrami lunch, let Gary know. He would love to have your help!

Concours Car Show Judges Needed

Dave Lasch is coordinating two teams to judge the concours car show at the 2010 Richmond Porsche Meet (RPM). This part of the event will be held Saturday morning on June 5th at the Faunces' home on the James River in Richmond. You don't need to have previous judging experience but will need to be committed to the judging activities for several hours that morning. Don't worry! Dave will tell you everything you need to know to become a great judge.

For more information, contact Dave at (434) 296-3229 or dlasch00@hotmail.com. To get more details about RPM, visit our web site at <http://shn.pca.org/>.

Additional Event Updates

The Euroclassics autocross originally scheduled for Saturday, March 27 at Richmond International Raceway (RIR) has been tentatively rescheduled for Saturday, July 17. Check the future issues of the "Heat Exchanger" and the Shenandoah web site for details as they become available.

Details are still being finalized for the Poplar Forest/Peaks of Otter driving tour/rally with optional overnight. Look for more information on the Shenandoah web site. We will also send out an email to club members with the specifics.

Registration for Potomac's High Performance Driving Clinic Is Now Open!

Do you have the desire to see what it's like to drive on a racetrack, test what your car can do without the worry of getting a speeding ticket, or improve your autocross and daily driving skills? Maybe you've even been tempted to drive in a Driver's Education event (DE) but just haven't felt ready. Well, the High Performance Driving Clinic (HPDC) is the event for you. Be prepared for a full day of challenging but fun classroom, skid pad, and track instruction. For a detailed description of what you can expect at the upcoming HPDC sponsored by the Potomac Founders' Region PCA, see the February 2010 issue of the "Heat Exchanger."

To register for the Saturday, April 3 HPDC at Summit Point Raceway in West Virginia (not far from Winchester, VA and Charlestown, WV) visit the Potomac web site at <http://www.pcapotomac.org/>. Click on "Programs" "DE" "Registration." If you have never logged on with the Potomac Region, follow the instructions under the section "Getting Started." Submit your request for an account to the Registrar, Charlie Clark, at DERegistrar@pcapotomac.org. Once he receives your application, he will create an account for you. Then, he will contact you with the information you will need to register for their driving events, including the HPDC. The cost for this event is \$200.

If you have any questions about the HPDC or have trouble with registration, please contact Sherry at vscales@cstone.net or (434) 295-3955.

Montpelier to Bavarian Chef Drive and Dine

Date: May 8th 2010
Time: 11:30AM
Where: James Madison's Montpelier
1395 Constitution Highway
Montpelier Station, VA 22957

Join us on May 8th to visit James Madison's home Montpelier, experience some great Porsche roads in around Orange, Madison, Culpeper and Madison Counties and finish up with dinner at the Bavarian Chef. Individuals wishing to tour Montpelier should plan to arrive NLT 11:30 AM. A guided tour of the Montpelier home will start at 11:50 AM. The house tour takes about one hour and fifteen minutes. Lite lunch fare is available at Montpelier but make sure to save some room for the Bavarian Chef.

The driving tour will depart Montpelier at 2:00 PM. We will arrive at the Bavarian Chef around 4:30 PM. Look for additional information in the Heat Exchanger next month or see the Shenandoah website at <http://shn.pca.org>. This is a Saturday event. Waivers will be required for children.

Please RSVP Dan Graff at horrido05@gmail.com

Shenandoah Region's February Business/Social Meeting was held on Saturday, February 13th at Overstreet European Motors in Gordonsville. Paul Overstreet hosted our meeting that took place in Paul's spacious workshop that is attached to the CDOC facility.

The event was well attended with an estimated 30 people in attendance. Many attendees did not drive their Porsches due to the sloppy roads conditions. I think my 911 has been out of the garage once since the first week of December. As I tell folks, "If I wanted to live in Fargo, ND, I would have moved there!"

The meeting started with remarks from our President, Bill Sanders. Bill brought us up to date on Region and PCA news, including the 2010 Porsche Parade and the RPM event in Richmond. Sherry Westfall talked about upcoming events that we should add to our calendars. Check the Region's website or the "Heat Exchanger" for all the latest scheduled activities.

Bill then introduced Paul Overstreet to talk with us about getting our Porsche's ready for spring driving. This was an especially timely topic due to the severe winter we have experienced here in the Commonwealth. I will try to impart some of the key tips Paul shared with us.

Paul advised us that if storing your car for extended periods of time (i.e. a couple of months or more) you should connect a battery maintainer or trickle charger to your Porsche's battery. If using a trickle charger, place it on the lowest charge setting so you will not damage the battery. I use the "Battery Tender Plus" (battery maintainer) which is sold by the Deltran Corporation. There are many other quality battery maintainers on the market. Another suggestion for Porsches in winter storage was to add "Sta-Bil" gas stabilizer to your gas before putting your Porsche away for the winter.

Paul also talked about rodents (e.g. squirrels, field mice, etc.) that may take haven in your car during the cold winter months. Before driving your Porsche for the first time in the spring, you should thoroughly check your Porsche for evidence of rodents. Look in the trunk, under the spare tire, in the smuggler's box if you have an older 911, and around the cabin air filters in the later model Porsches. Rodents could also get into exposed ductwork under your car. Paul suggested placing bits of "d-Con" mouse poison in your trunk and under your Porsche before storing it for extended periods.

We also discussed cleaning our cars after winter storage. A thorough washing and waxing is always a good idea when getting ready for spring driving. Paul suggested putting a good rubber treatment on your tires and rubber trim, cleaning your leather seats with Lexol leather cleaner and conditioner and treating you vinyl interior components with Lexol's Vinylex protectant. He made a strong point about not using Armor All on your Porsche's rubber or vinyl due to Armor All's high concentrations of silicon.

When we concluded the Region business and tech session portions of our meeting, we got into our cars for the short drive to Tolliver House restaurant in "downtown" Gordonsville. Gordonsville is fortunate to have several very good restaurants and the Tolliver House is one of them.

We were greeted at the door by the hostess who escorted us to our own private dining room. Since we had pre-ordered our meals at the time we registered to attend, our lunches were already being prepared as we found a seat and socialized with fellow PCA'ers.

I had the good fortune to sit with Sherry and Jim Condon. Jim fascinated me with his stories and facts about Radio Astronomy. I felt like I was talking with Carl Sagan (remember "Cosmos" - PBS TV series) because Jim made things very understandable and very exciting. I am really looking forward to taking the planned driving tour of the NRAO facility at Green Bank, WV.

Sitting across from me was Paul Sponseller. Paul shared with us some stories from a few years back when he piloted an F-4 Phantom for the U.S. Air Force during the Vietnam War. Based on Paul's memories of the F-4's performance, his Caymen must seem pretty lethargic!

I had the Quiche of the Day and a wonderful green salad. The quiche was broccoli and cheese and was fantastic! There were many different dishes being served and they all looked wonderful. I do recall seeing quite a few clean plates at the conclusion of lunch. If you are in the Gordonsville area, I highly recommend you stop at the Tolliver House for lunch or dinner... you will not be disappointed.

In summary, we all had a great time socializing with old friends, meeting new friends, learning car care tips for our wonderful cars and enjoying some great food.

Thanks and Drive Safe.

PHOTOS ON PGS 11&12

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Synergy Racing Returns to the 2010 Rolex Series

by Alex Smith

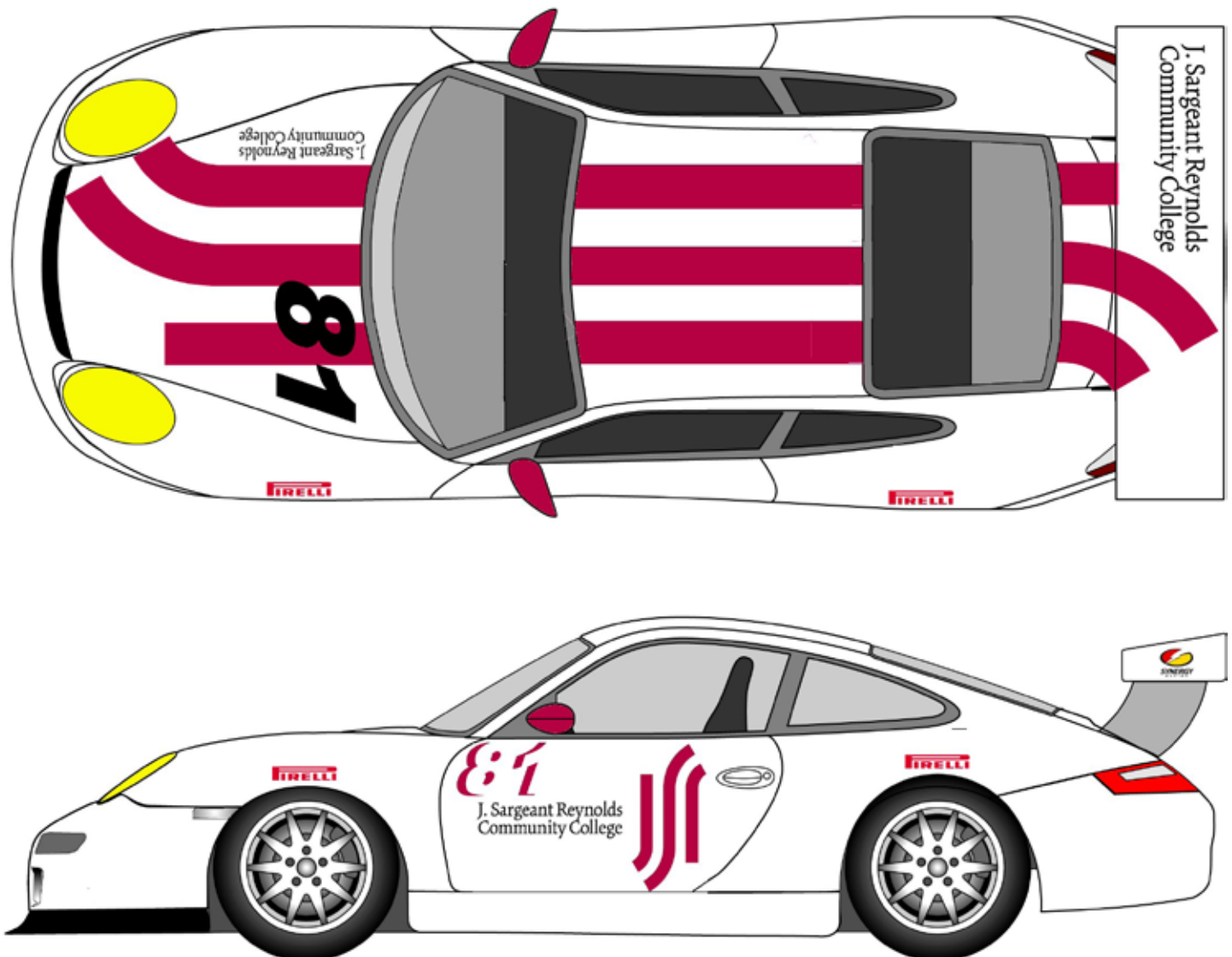
On April 24th at V.I.R. at 1:00p.m the green flag will wave for a wonderful Grand American Race close enough for all of us to attend. The race also will be televised on the Speed channel.

I hope our Shenandoah members can support Synergy's #81 Porsche Cup Car. Cole Scrogam, second president of our Shenandoah Region is a Synergy part owner and crew chief and Kerrigan Smith general manager of Synergy and long time friend of Shenandoah and R.P.M. is back in the pits to start the 2010 season.

The Synergy Race car will be running with the livery of Richmond, VA based J. Sargeant Reynolds Community College. In somewhat of a different twist, a sponsor who loves his school is bringing the J. Sargeant Reynolds car

to the track. Reynolds has an automotive college and the student's have had a ball within their curriculum studying racing and the positive impact racing technology brings to our everyday automobiles. Also, the students are planning a field trip to Synergy headquarters and Cole might even teach a class. The college has many opportunities for the students (honorary pit crew, news stories, dollars pledged per lap) by participating in this motor sports event... needless to say "the cool factor".

J. Sargeant Reynolds Community College just received one of only 2 Department of Energy grants for \$760,000 to study alternative fuels in automobiles. All in all, a wonderful union of a great school and a winning race team...don't miss it on April 24th.



February Business/Social Meeting



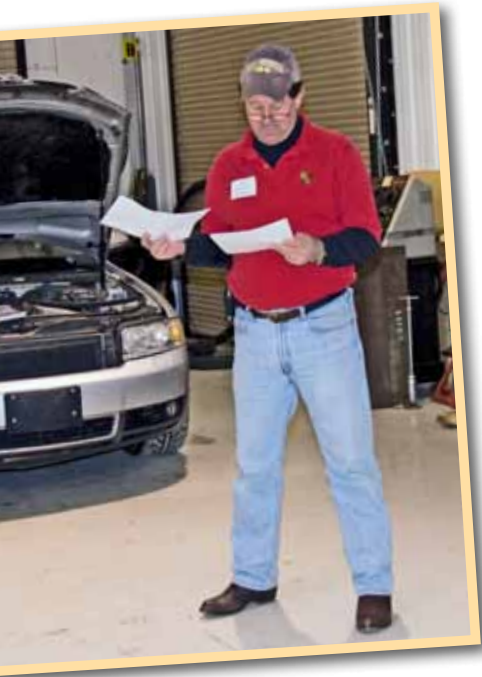
How big they were: a "mid sized" Oldsmobile 442 from the 1960's dwarfs a Porsche 911 from the same era.



All good meetings end at a restaurant; in this case, the Toliver House in Gordonsville.

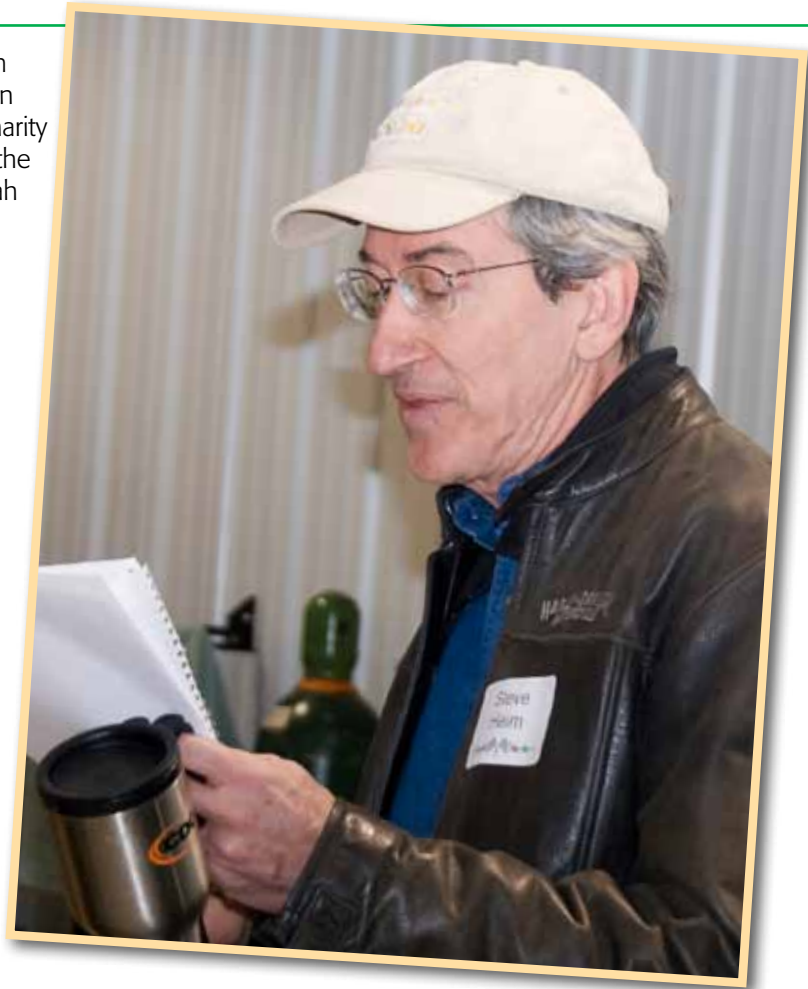


Paul Overstreet explaining how to bring your car out of winter storage.



Bill Sanders, no longer dressing Hawaiian, begins the meeting at Overstreet European Motors in Gordonsville.

Steve Heim reporting on possible charity events for the Shenandoah Region.



A full house in the private dining room.

A 1961 356B T-5 Roadster Restoration (Part 1)

by Dick Pitman

When you see the LUFTEKNIC advertisement in the HEAT EXCHANGER look at the "For Sale" sign in the left rear window of the 911. I'm not saying I was that close after owning my 1961 Roadster since October 23, 1964 'BUT'!

I first met Robert Overholser and his Dad, Chris, at an RPM gathering several years ago on Alex Smith's large green lawn. My engine had been making funny popping sounds that I had learned to live with along with running on three of its four cylinders, but I never called them! The number one cylinder was swallowing its exhaust valve.

So, back in October 2008 while out for a nice Saturday afternoon cruise on Rt. 288 here in Chesterfield County I decided to turn around and head back home. When I shifted, the gear shift lever went all over the place, but all I had was 3rd gear!

GREAT!

Now, I am concerned, being a worry wart! Well, I milked it home, gave Pat Dailey a call and his first response was call Chris and Robert! I did, talked to Terry Overholser who holds down the front office with her ever faithful companions Molly and Bella, two lovely golden retrievers. Terry gave me their recommended roll back service number who got the car to them and they fixed it! It was the shift coupler, plus rebuilt the front end and did a complete brake job (badly needed).

WOW! The car really rolled a lot smoother and I could actually feel the brakes (all four wheels) working!

So Roadster #88971 came home in December 2008 for the holidays because I was lonesome for its companionship. Chris had given me some sage advice as I was leaving, "Boy, you had better do something with that engine before it hand grenades"!

Back to the shop in mid January 2009 for a full engine rebuild, pumping the 1600cc to 1750cc or so and a

new cam ground for it.

Everything was rebuilt, carbs, distributor, fuel pump then the sheet metal was given a two part epoxy paint job. The new power curve is 'nice'!



Rebuilt Engine Installed and Running

The Roadster came home in April 2009 for me to break in the engine, get 1000 miles on it, change the oil and check and set the valve settings to .006. (Go to RPM with 700 miles on it) get another 1000 miles on it and do the same thing.



Photo by Jim Condon, RPM 2009-A

OK, now we have about 2400 miles on the engine and the 2009-10 Fall/Winter Season is coming up. I guess I won't be driving it that much so in late October 2009 (that month keeps popping up) I put the top up for the winter (it goes down in April and up in October or so-I have rigid standards) and called Chris once again. We had discussed doing the doors to make them flush with the rocker panels and getting rid of "MY" tu-tone paint job!

On November 16, 2009 I took the car back to their shop with 'the plan' that 'we' would do the doors. WELL, all good plans are just a starting point and now we are into a full (my term) restoration. Not concours, but a nice professional job! These guys do "Master Craftsman" like work and I am not their paid advertising company!

In December 2009 when Chris took me back to see 'My Beloved' he said something like, "Take a deep breath"! Chris always has these neat sayings that console you! Well, I did and when I saw MY CAR I thought "HOLY Mackerel" or something to that effect!



Car on Jacks Interior Clean, No Floorboards

What have they done?

The hood was off as was the engine lid, the windshield had disappeared and he asked me to please take the

top home.

I gulped, I'm sure he never read my mind!

Yeah right!

The interior (Installed since 1975), original floorboards, longitudinals and much more got removed (trashed) and the work really began. Note the bracing that Chris welded in to maintain the rigidity of the body! Along with some wheel well work, front struts, rear door posts, rocker replacement and many other sheet metal repairs, it is coming along nicely. Meaning, in Chris jargon, that it is really strong now and you won't fall thru the bottom, 'again'! I am really pleased with the workmanship that Chris and his helper, Dr. John Pfeiffer, have done.

I told Chris I'll be afraid to drive it; however he told me "You'd better drive the heck out of it"!

Oh! OK! How could I not!



Floorboards are in

Well by now the interior reinforcing pieces and floorboards have been welded in, the battery box rebuilt, the 'lace' (corrosion holes) corrected and the grinding of the old 1975 Signal Red paint has commenced!

CONTINUED ON PG 16

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Left Front, Door in Place, Old Paint Being Removed

It will be repainted in its original Ruby Red color and get a Charcoal interior when the weather warms!

Chris lets me be involved with the project. I get all the highly technical jobs like cleaning up and polishing the chrome, ordering stuff from Stoddards and just staying out of the way!! Oh yeah and paying the bills!

Each time I see the progress that has been made since my last visit I salivate some more!

Chris even has a brand new wood rimmed Nardi steering wheel ready to install.
VaRoom-VaRoom!

I am ready to hear that old Bursch exhaust system put out that Porsche 356 sound again!

Part 2 in a future HEAT EXCHANGER issue!

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Shenandoah Region WEB FORUM: 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!

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TREASURER'S Report

by Bob Duntley

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

OPENING BALANCES

Checking Account	\$ 6473.76	
Sweep Account	\$ 1489.05	
Total Opening Balance		\$ 7962.81

INFLOWS

HE Advertising	\$ 684.00	
TOTAL INFLOWS		\$ 684.00

OUTFLOWS

Donation	\$ 300.00	
HE Printing & Mailing	\$ 771.66	
TOTAL OUTFLOWS		\$ 1,071.66
OVERALL Difference		\$ (-387.66)

Total Cash Balance 1/31/2010

\$ 7575.15

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MEMBER MOMENT: Steve Heim

How old are you, where do you live, and what is or was your occupation?

Sixty four years old and living in Cismont, Va. I am a Clinical Psychologist with Charlottesville Psychological Associates being a founding partner and now managing partner.

What Porsches have you owned?

Well this is my first. I've owned some great cars over the years but my 2001 Boxster is my first German sports car.

What are your favorite "previously owned"?

My first car, at age 16, was a 1936 Plymouth coupe. That car had a single front leather bench seat with four on the floor and a huge trunk. The Plymouth was a real attention getter but very expensive to maintain on a newspaper boy's earnings. Next was a 1956 Chevrolet convertible, a 6 cylinder with a Powerglide 2 speed transmission. That car was my first convertible. It was slow but fun. Then came a 1960 Ford Galaxy convertible with the 351 Cleveland motor and dual exhausts. Ran well and sounded great. As you might guess, I had had enough of that slow 6 cylinder two speed automatic. The last convertible before the current Boxster was a Pontiac Tempest with a 326 motor. That car handled well (compared to the others) but was seriously damaged in a hit and run accident. .

My first sports car was the classic 280Z in racing green, a great car, fast and agile but very prone to rust. Then came a 280ZX, more luxurious but had an odd temperature control that blew very hot air or outside air. That was no fun in the winter. Next was my favorite, a car that compares well to the Boxster, a 1988 Toyota Supra with that superb three liter six cylinder motor that was bullet proof. This was a wonderful car and one that I am sorry I sold. It was quick, very comfortable, two suspension settings, handled beautifully, speed sensitive power steering, quiet and very comfortable seats. I kept it for 16 years and only remember repairing it once!

How did you end up with the Boxster?

Well, I've owned a Harley Davidson for 30 years with the latest being a 2004 Dyna Super Glide. For those uninitiated, this is the lightest and most agile of the Harley Big Twins. Most interesting, the latest in the Harley lineup is the "VRod" with the first water cooled engine ever used by Harley. Ringing any bells out there, yes, this latest Harley is the overhead cam Revolution V Twin motor completely designed by none other than Porsche. It has given Harley a true competitor to the rice beaters (Japanese sport bikes). I test rode one and that motor was so smooth and quick at all rpm levels that the name Porsche started resonating in my brain. Then yet another rider in the local HOG club was in a serious motorcycle accident and I decided that it was time to give up this rather dangerous sport. But, you might ask what might inspire me to give up such a fun and remarkably Zen ride as anyone experiences on a Harley? Yep, a Porsche. My wife, Penney, quickly agreed that it was well worth the expense if a Porsche would inspire me to give up the Harley.

Was it hard to sell the Harley after 30 years of ownership and how did you choose a Boxster?

No, it wasn't hard, the Harley.....is still in the garage. I'm thinking of getting my first vanity plate, "HD n 986"! Curious

story here. Before I bought the Toyota Supra in 1989 I looked at a 944 owned by Oliver Kuttner when he had a used car dealership on Market St. in Charlottesville.. Oliver asked me what I would use the car for and I told him that I was going to use it as a daily driver on a 80 mile daily round trip. He said, "Buy the Supra". I did but never gave up the idea of owning a Porsche. Still wanting a car capable of serving as a daily driver, the Boxster seemed ideal when I decided to start looking for Porsche.

What would be your dream Porsche?

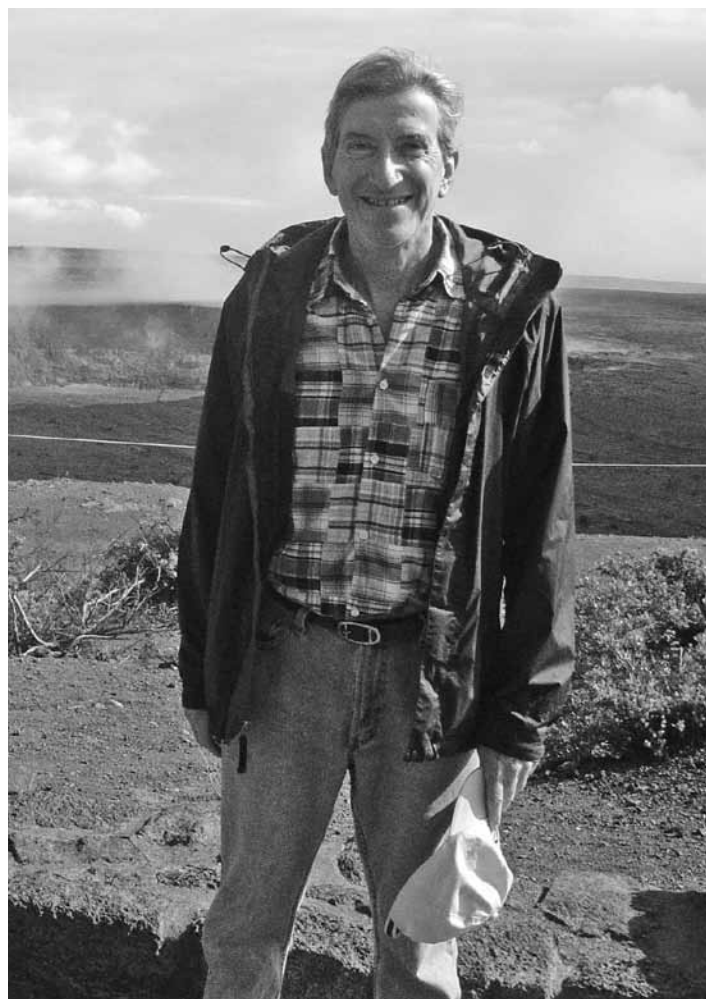
Oddly it is the 3 liter water cooled 968, the epitome of this line of automobiles. Gary, are you reading this?

What do you listen to when driving your Porsche?

The motor, seriously I like to listen to it purr. My favorite driving tune, well CD, is definitely "Riding with the King", with BB King and Eric Clapton. My favorite single is "Born To Be Wild", "Get your motor running, get out on the highway....."

What are your other hobbies and interests?

While I still have the Harley and belong to the local HOG club. I have a collection of WWII books that are always interesting and I am constantly on the prowl for new analyses and battle histories. Plus we have 17 acres in Cismont with horses and dogs so there is always plenty to do outside.



A recent trip to Hawaii



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Submitted by Bill Sanders



"Porsche built this 1992 Mercedes Benz 500E"

Submitted by Johnny Johnson



"Where's Johnny?"