

Speedster

HEAT EXCHANGER

FEATURED THIS MONTH

Dave Cottrell's "Concours Auto Detailing"

A Spectator's Guide to the Rolex

From Pralines to Porsches...



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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
- Cole Scrogham
- Harry Kennison
- Burce Russell
- Herb Distefano
- Bob Duntley
- Jeffrey Elmore
- Bob & Debbie Broeking



Detail of Dave Cottrell's 356 Speedster Kit Car
 Photo by Jim Condo
 See more photos on pages 11 & 12

SHN.PCA.ORG

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!

FROM THE **EDITOR**

BEN BRIGGS

WOW!

I'm impressed.

This issue is jam packed with contributions from our membership! Interesting articles, great pictures – who could ask for more?

We hit our 10th of the month deadline, too, give or take a couple of days. Thanks for your efforts. It will help us get the information out to you in a timely manner.

The weather is beginning to get (slightly) warmer. This, combined with the many events coming up in the next few months, should indicate to you that it's time for a road trip!

I encourage you to take photos and send them along with your Porsche road adventures. Thanks again for your submissions!

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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Even though it's still winter, Shenandoah has gotten the year off to an enthusiastic start. The seeds that were planted at our Annual Planning Meeting in January are already sprouting. (I'm a landscaper so tend to allude to horticultural images.) Fellow Shenandoah member and owner of Concourse Detailing Dave Cottrell was the gracious host of our first Social/Business Meeting and Tech Session of 2011 in Richmond on February 12. I'm pleased to say that we had over 30 Shenandoah members in attendance, which

included a number of new members as well as one person who joined on the spot.

Our tour co-chairs, Dan Graff and Bates McLain, are busy working with members who have ideas for driving tours as well as planning some drives of their own. On Saturday, March 12 we will have our first event with Porsche of Charlottesville that will include a reception with refreshments and a chance to explore their new facility. Afterward Shenandoah member Deane Parker and our tour co-chairs will lead us on the winding roads up to the Highland Maple Festival to enjoy lunch and other activities. On April 3 look for Porsches & Pastrami Reloaded at the Millmont Grille in Charlottesville with a driving tour afterward, and on April 16 Chad and Darrell Hurst will take us on a scenic drive to the famous Homestead Resort in Hot Springs for lunch. Dan and Bates are promising another great Bavarian Chef Drive and Dine on May 1. Even more driving tours to come later in the year!

Rick Ebinger and Erik Boody are building an exciting line up of autocrosses this year. The first one will be held on March 27. The focus of the event will be geared toward encouraging those who have never autocrossed to try it as well as providing an opportunity for newer and experienced drivers to get the cobwebs out and prepare their cars and themselves for the autocross season. About two weeks later

on April 9 drivers can test their skills at the Richmond International Raceway at the autocross being hosted by Euroclassics Porsche and Shenandoah. Registration is open now on MotorsportReg.com and limited to the first 60 registrants.

Alex Smith has been busy planning for our 15th Annual Richmond Porsche Meet (RPM) on June 10-12. Howard and Leanne Faunce have generously offered the grounds of their beautiful riverside home again for our concours (tops only) car show and Café Carrera lunch on Saturday. A destination drive and tech session in the afternoon will be followed by an awards banquet, featuring guest speaker Connie Nyholm, co-owner and founder of Virginia International Raceway. An autocross at Southside Speedway will round out the weekend. See the RPM brochure within this issue of the Heat Exchanger for all of the details.

Registration opens on March 8 for the 2011 Porsche Parade that will be held in Savannah, GA from July 31-August 6. See the article in this issue by Cole Scroggins and the PCA National and Shenandoah web sites for more details. Make your reservations 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.

In addition to the efforts our members are putting into planning fun, interesting, and exciting events, we have a number of people who are coming forward to write and take photos for our award-winning newsletter (magazine), the Heat Exchanger. Bob and Debbie Broeking share their experiences and photos with us in this issue in their article about going to the Rolex 24 Hours of Daytona. Bruce Russell begins a new column called "Russ's Ramblings." Harry Kennison gives us a double book review. Jim Condon continues to contribute his outstanding photos. The list goes on and on.

Thank you to all of our members who make Shenandoah a great club! I'm constantly inspired by all of the different talents our group has and the generosity with which members contribute them.

If you have questions or suggestions, don't hesitate to email or call me at (434) 295-3955 or vscales@cstone.net. Driving season is right around the corner. Enjoy your Porsches!

Sherry

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MEMBERSHIP REPORT

For the period ending Jan 31, 2010

Primary Members 200

Affiliate Members 156

Total Members 356

Welcome New Members:

Walt Michalski, Bumpass, VA, 2000 911

Kurt & Gwyn Suttell, Massanutten, VA, 1988 911

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

MARCH

- 12 **Porsche of Charlottesville Reception & Driving Tour to Highland Maple Festival**
Charlottesville & Highland County, VA
- 16-19 **Mobil 1 Twelve Hours of Sebring**
Sebring, FL
- 18-20 **Zone 2 PCA DE at VIR**
Alton, VA (Near Danville)
- 27 **Autocross Test, Tune, & School**
Augusta Government Center
Verona, VA

April

- 3 **Porsches & Pastrami Reloaded at Millmont Grille**
Charlottesville, VA
- 9 **Euroclassics Porsche Autocross at RIR**
Richmond, VA
- 9 **Potomac Region PCA High Performance Driving Clinic (HPDC)**
Summit Point, WV
- 16 **The Homestead Driving Tour**
Staunton, VA
- 23 **35th Annual Central PA PCA Porsche Only Swap Meet & People's Choice Concours**
Hershey, PA
- 30 **Foreign Affairs Open House**
Staunton, VA

May

- 1 **Bavarian Chef Drive & Dine**
Madison, VA
- 13-15 **Grand-Am Rolex 24/PCA Car Corral at VIR**
Alton, VA
- 14 **Autocross at Augusta Government Center**
Verona, VA
- 20-22 **First Settlers Region PCA DE at VIR**
Alton, VA

June

- 5 **Porsches & Pastrami Reloaded at Millmont Grille**
Charlottesville, VA
- 10-12 **Richmond Porsche Meet (RPM)**
Richmond, VA
- 24-26 **Zone 2 PCA Club Race & Advanced DE**
Alton, VA

DE: Drivers Education event
VIR: Virginia International Raceway
RIR: Richmond International Raceway

visit SHN.PCA.ORG for details & updates

Shenandoah's First Autocross of 2011 - Test, Tune, & School

Join Rick Ebinger and Erik Boody for Shenandoah's first autocross of 2011. This will be a great event to learn about autocrossing and to get you and your Porsche (or other car) in shape for this year's driving season. If you've never tried an autocross, it's a fun way to test and improve your driving skills.

When: Sunday, March 27, 2011
Time: 9:30 a.m.—Registration & Tech
11:00 a.m.—Drivers' Meeting
11:30 a.m.—First Car Off
Where: Augusta Government Center, Verona, VA
Online Registration: www.motorsportreg.com

(Save \$4 by registering online by noon on Saturday, March 26.)

Our autocrosses are open to Porsches and other brands of cars. Drivers and spectators do not need to be PCA members. Loaner helmets and instruction for novice drivers are provided. There is a large open pavilion that provides shelter from sun and rain, and restrooms are available. Events are held rain or shine.

Adult participants and spectators must sign the PCA insurance waiver form that will be provided at each driving event. Minors may attend PCA events only if their parents sign the appropriate parental-release PCA insurance waiver forms. This form can be downloaded in advance off of the Shenandoah PCA web site at <http://shn.pca.org>. Forms will also be available at the autocross.

To find out more about this event, autocrossing, and driving directions to the Augusta Government Center see the announcement under "Upcoming Events" on the home page of the Shenandoah web site.

Autocross at Richmond International Raceway

On Saturday, April 9 the Shenandoah Region of the PCA along with Euroclassics Porsche will be able to once again stretch our cars' legs at the Richmond International Raceway. We will be on the ¾ mile course, in the infield, and have full access to the facilities from a unique view. The sights and sounds of this event are like no other, with a ground level look out from the center of the track, and there is nothing like listening to a car running down the back straight at high RPM against 97,000 empty aluminum seats. This is truly a great event and one you will not want to miss if you are into autocrossing, interested in seeing what your car can do on a track in safe conditions, or just interested in what a 14 degree banked turn feels like. After a couple-year break from this venue, we are happy to once again bring this event to the area's automotive enthusiasts.

Porsches and other makes of cars are welcome to participate and enjoy the event with us. Drivers and spectators do not need

to be PCA members. Loaner helmets and instruction for novice drivers are provided. This event will be held rain or shine.

Details

- Our normal format of running: 2 heats, three runs each
- A drive through for everyone prior to your 1st heat
- The course will be coned and floured for ease of navigation through the event.
- The course will use all aspects of the NASCAR track and will include a slalom up the entire pit lane, and then up onto the track for one and a half laps.
- The track is ¾ mile long with 14 degree banking on a 60-foot wide race surface.
- Porsche classes as well as other makes will be competing for class and Fastest Time of the Day honors and our usual top ten time list. The three times we held this event before, FTD was 75 seconds.
- There will be a practice autocross course in the infield to warm up and prepare your cars. This course will be open all day, and the amount you run on it is unlimited.
- Enter the track through Gate 10, follow the road left behind the track, and go through the tunnel.

Registration

Registration is limited to the first 60 entrants.

Register & Pay in Advance Online with MotorsportReg.com:
PCA members: \$110 / Non-PCA members: \$130
Last day to register online: Friday, April 8, 2011

Register & Pay the Day of the Event:
PCA members: \$130 / Non-PCA members: \$150

Schedule

Registration/Tech opens at 8:00 AM
Drivers meeting at 9:15 AM
First car off at 9:30 AM

Adult participants and spectators must sign the PCA insurance waiver form that will be provided at this event. Minors may attend PCA events only if their parents sign the appropriate parental-release PCA insurance waiver forms. These forms are available at the event and on the Shenandoah web site.

For links to MotorsportReg.com registration, directions, and other information, visit the Shenandoah Region PCA web site at <http://shn.pca.org>.

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A SPECTATOR'S GUIDE TO THE ROLEX 24 HOURS OF DAYTONA

ARTICLES AND PHOTOS BY BOB AND DEBBIE BROEKLING

The high pitched scream of the Dempsey Mazda, the 747-like rumble of the Stevenson Chevy Camaro, the perfect 6 cylinder whine of the TRG Porsche, and the quiet swoosh of the Telmex BMW Daytona prototype...these are the sounds that my wife, Debbie, and I savored to as we stood in the tri-oval of Daytona International Speedway on a cloudless 75 degree day in January...life is good.

My son Ben and I attended our first American LeMans Series (ALMS) race at Virginia International Raceway last spring and got hooked. The speed, beautiful cars (including all of the Porsches) and the access to the race action is intoxicating. Unlike most series, ALMS allows fans to get right in the middle of the action with inexpensive paddock and garage passes, walks on pit row before the start and all in all, more of a family event.

We booked a hotel on Daytona Beach (low prices – off season) in December and then 10 days out checked the weather forecast which called for blue skies and warm temperatures. The trip was a go! I went online to Daytona International Speedway at www.daytonainternationalspeedway.com and bought two “endurance package” tickets which allowed unlimited access to the racetrack Thursday – Sunday, garage access, and infield parking and access – only \$85 each... the friendly sales agent said the tickets would be waiting for us at the “will call” window upon our arrival.

We had decided to drive rather than fly (seemed easier and avoids a full body scan!) and planned on departure on Thursday, Jan 27. However, we left on Wednesday afternoon in heavy rain after seeing the weather forecast and narrowly missed the snow as we made our way south into NC and checked into a hotel. The next day we had an easy 8 hour second leg to Daytona, arriving at about 2:30pm.

If you have tickets waiting at the will call window it is a good idea to pick them up in advance so we stopped by the raceway (right on the main drag). We got the tickets in 5 minutes, and since the cars were having a practice session we walked over the grandstands and walked right up to the start/finish line to watch them for a few minutes...the sights, sounds and smells are hard to describe, but I was very excited to be standing there to say the least.

We checked into our hotel on the beach (about 15 mins from the raceway) and prepared our plan for the next three days. I had asked the question on the Rennslist Forum what is the best strategy to watch the race and a local gave me his plan which we loosely followed. He said you do not have to spend every minute at the race to enjoy the action to its fullest. Friday is

one of the best days at the track as everyone is making final preparations for the Saturday start, the Continental Tires race starts at 1:00 pm, and the crowds are small. We drove right into the infield via the turn 4 tunnel, parked easily, and spent a great day in the sun seeing everything... be prepared for lots of walking and constant movement.

Before the start of the continental race, Debbie and I along with hundreds of other fans got to walk pit row, walk across the famous Daytona grass to the start/finish line and up the banking to the safer barrier wall. The new \$20 million asphalt resurfacing has left the track in as smooth as silk condition...it led to faster lap times by all cars, breaking the old record.

Now to Saturday race day... the only reason to get there early is for infield parking as it does fill up, but the race does not start until 3:30 pm. We arrived mid-morning, parked in the infield, and took part in all of the festivities, including hanging out near Victory Lane for the drivers meeting listening to all of the steward instructions and seeing Jimmie Johnson, Dario Franchitti, Max Papis, Juan Pablo Montoya, and Hurley Haywood to name just a few. Also spotted was Patrick Dempsey, the TV/movie star, who has turned into quite an excellent racecar driver in his own right.

The race start is similar to Thursday's with complete fan access and now is where the uniqueness of a 24 hour race comes in... the nighttime. It's especially exciting to be there in nighttime under the lights enjoying the infield RV craziness, a Ferris wheel ride, great racing action, and multiple garage visits where cars were being worked on as they broke or crashed. We also stopped by the PCA Porsche Corral and visited the tent where we watched the live racing action on a large screen TV and listened to the MRN radio broadcast. The Porsche corral had been filled with almost 100 cars earlier in the day and there were still quite a few left by evening. It was my favorite part of the weekend and it was still 60+ degrees when we left for the evening, so weather conditions were ideal.

We headed back to the hotel for the night, hearing the cars from our balcony 5 miles away combined with the breaking surf. The next day we checked out of the hotel and headed back to the track, where this time we climbed high into the top rows of the backstretch grandstands that allowed us a complete view of the whole track and specifically turn 1 where the cars brake from 180 mph to 60 mph to make the turn. This area also allows a great view of all of the action, and you can sit anywhere you wish as there is no NASCAR crowd there. This was an excellent new perspective on the race, and we enjoyed the warm sunshine yet again. By noon we were satisfied we had sampled



all of the aspect of the Rolex 24 hours and we left Daytona for Savannah, GA (site of the 2011 Porsche parade). We followed the race to conclusion on Debbie's IPAD and were pleased the TRG Porsche won the GT class.

We had dinner at Paula Deen's restaurant and toured the city – cool city...it will be a great parade. Our last day on the road was Monday and we made it home safely midafternoon, an easy drive.

The Rolex is a great race to attend; its nature allows you to come and go to the venue on multiple occasions when you feel like it. The weather is great for winter, and the access is unlimited to the cars, the drivers, and made for a great experience. I plan on going back on all good weather years in the future! Essentials to carry along are good earplugs (put them in when you enter the turn 4 tunnel!), sunscreen, hat, and good walking shoes, binoculars and a camera. All of the photos and videos from the trip are located at: <http://whitespider.smugmug.com/> in the cars album... enjoy!



Dave Cottrell's "Concours Auto Detailing" Saturday, February 12, 2011

Photos by Jim Condon



Antique Air Pump



Lunch Buffet



Dave's brand-new 356 Speedster kit car



Board Meets

Dave's Porsche 550 kit car



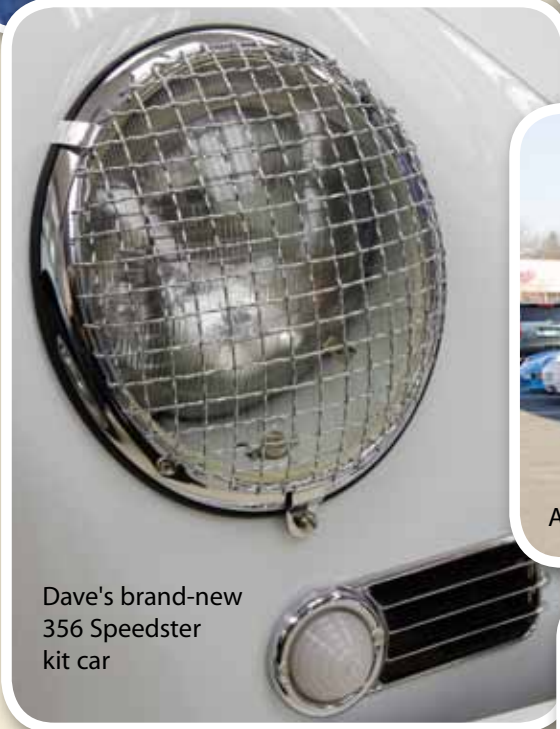
Dave's employees, Jose Mora, applying a plastic-film paint protector (aka "clear bra") to a new Porsche



How to Clean Wheels



Dave Cottrell



Dave's brand-new 356 Speedster kit car



Attendees line up at Cottrell's

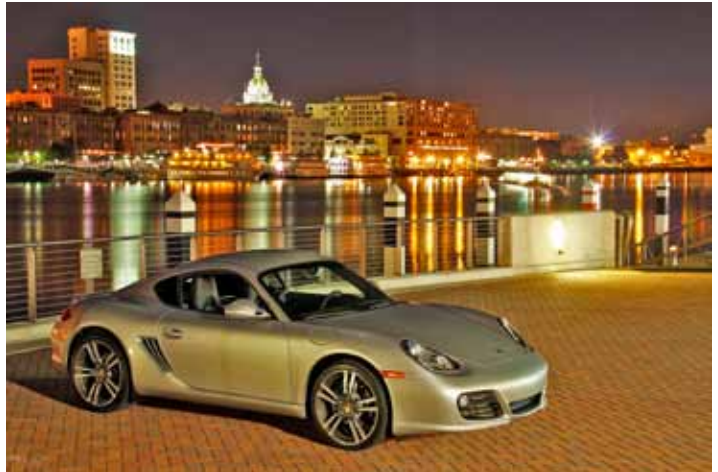


It's all in the details!



Photos by David Wilks, RaceShotsResource.com

Anyone who has visited Savannah knows the "Old Town" part of downtown, the riverfront area of Savannah, is replete with history. Walking on cobblestone streets and exploring storefronts and small restaurants is a calming vocation to be sure. Actually they are ballast stone streets, as English ships would leave their ballast stones in return for American merchandise, tea and cotton; but that doesn't sound as quaint, does it? On these streets you can find handmade pralines, the curious local favorite of boiled peanuts (think Japanese edamame) and as many oysters as you care to eat. If you prefer, you can walk a block or so to the park bench made famous by "Forrest Gump," and recall that life is like a box of chocolates. What is really surprising about Savannah, however, is that this is just the beginning of an exploration that many have spent entire lives embracing.



To be in Savannah is to be in history. Everywhere you turn there is another reminder of this port city's involvement in the growth of America. One website, <http://www.savannahga.net/>, literally has hundreds of destinations neatly organized alphabetically for lodging, dining, tours and other activities. Georgia's first city has much to offer, not the least of which is that it will be shared with thousands of Porsche enthusiasts the first week of August. This is one of those areas that Porsche people will love; the Southern Hospitality that is legendary all over the world, the small and intimate settings where friends can enjoy a casual evening, and the small town feel that can lead you out of the city to country roads in a matter of minutes.

Location, location, location is the focus of Parade 2011. Parade headquarters is the Convention Center which is located on picturesque Hutchinson Island. The view of downtown Savannah across the river is unforgettable. The Convention Center is surrounded by Parade activity sites. The autocross will be held adjacent to headquarters, as for the first time in recent memory sufficient asphalt exists for a good size course within walking distance! But if you still need to get your track fix the local region will hold a Driver's Education event at nearby Roebing Road Raceway the last weekend of the Parade. With the Concours event held at downtown's Forsyth park and the Rally featuring lovely local roads, the main attractions of this year's Parade are all in the same neighborhood!

When you are ready to relax from the competitive events, feel free to take in a Carriage Ride, Ghost Tour, Fishing Trip, Dolphin Watching Expedition, Casino Boat, Local Beaches and Museums including the Mighty 8th Air Force Museum as well as local sporting events. The list goes on and on. You can try out a cooking class or go on a shrimping cruise, and of course the local towns of Bluffton and Beaufort feature very historic downtown areas as well. Savannah itself has a feel more like a big town than a bustling city, and as with many of the port cities in the South you can find open spaces quickly and easily. Tybee and Hilton Head Island are famous for their white sand beaches and slow pace...you may want to stick around the area for a while after the Victory Banquet concludes!

Be sure to check out the Parade activities at <http://parade2011.pca.org> so that you don't miss any of the action. Registration begins on March 8th, so bookmark the registration site now and be ready when it opens! You will also be able to view the traditional Parade event schedule for the week at the website, and learn about air conditioned Concours prep areas; Parade 101 classes that make sure the first time Parade goers are prepared for the week; Hospitality and Goodie Store hours; and opportunities to volunteer as a Parade worker for some of the featured events that you may not be competing in (a great way to get a front row seat to all the action!). Other events like the popular RC Car races, Ice Cream social, Tech Academy, Art Show and Driving Tours will complement your week, unless you plan to spend it studying for the very competitive Tech Quiz...you can make your Parade experience in Savannah as action-packed and exciting, or as laid-back and relaxing as you prefer.

Won't you join us for a spectacular Parade, the highlight of our PCA experience this year? Anyone that has attended a Parade can tell you this is not just a normal multi-event weekend, this is the highlight of what PCA has to offer, full of exciting things to do and see with literally thousands of Porsche owners in attendance. Everything has been planned out and is ready for you; all you need to do is bring yourself, your family and your Porsche for a vacation experience that you won't soon forget! Check <http://parade2011.pca.org> for more information and be ready to register on March 8th...see you there!

I attended the year's first Tech Session and Social at Concours Detailing in Richmond on February 12th. Fellow Shenandoah member Dave Cottrell put on a series of wonderful and informative exhibitions of how to make our cars beautiful and how to keep them that way. Dave also had several of his own personal cars on display and there were some real beauties!

There were demonstrations of washing, polishing, and waxing our cars, removing and applying clear paint-protection film, paintless dent removal, and wheel repair and restoration. All the demonstrations were impressive, and I picked up a few tips and tricks for future reference.

Dave also provided lunch for the attendees, which allowed us to sit and socialize with our fellow club members. It is always good to meet with old friends, make new friends and talk about our passion...Porsches. In summary, it was a great event and if you missed it, you missed a good one.

At the Concours tech session, I spoke with Sherry Westfall and Ben Briggs about writing a monthly article for the Heat Exchanger. I have done similar monthly articles for other PCA Regions to which I have belonged. Both Sherry and Ben were receptive to the idea. My articles will have only one consistent theme, and that will be our Porsches. I will ramble on about various topics such as driving, maintaining, and enjoying these little cars that Dr. Porsche created for us over 60 years ago.

First, let me tell you a little about my background. I have

been a PCA member since 1985, although I had a break in my membership from 1991 to 1993. I have been a member of Germany, First Settlers, Los Angeles, Northern New Jersey, Schattenbaum, and Shenandoah Regions. I was President of First Settlers in 1988-89 and held numerous elected offices with Schattenbaum Region.

I have owned two Porsches. My first was a Grand Prix White 1977 911S that I purchased in 1985 while living in Germany. I brought that car back to the United States and sold it in 1997. I loved that car, especially driving it as it was meant to be driven on the Autobahn and the picturesque roads of the Bavarian countryside. Let me assure you that the European 2.7 liter engines had none of the problems that plagued their U.S.-model cousins.

My second, and current, Porsche is a Guards Red 1984 Carrera Targa. I bought the car in 1997 and drive it to this day. My good friend Gary Hagar calls it the "Red Rocket", but Gary has always been overly generous with the platitudes!

I used to be very active in PCA Drivers Education, especially with the Schattenbaum Region in central New Jersey. We were track addicts in that Region and hosted eight Driver's Education events each year. We went to Summit Point, Pocono, Watkins Glen, and Lime Rock twice each track season. I was a PCA instructor when I finally called it quits from Driver's Ed a few years ago.

CONTINUED ON PG 16

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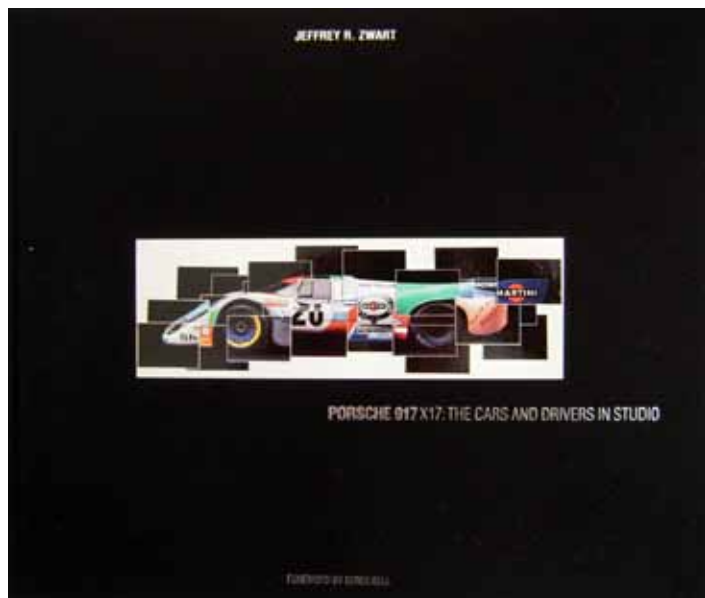
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Two Recent Books Take An In Depth Look At Three Iconic Racing Porsches

917 x 17-The Cars and Drivers in Studio (Publisher's Edition signed by 15 of the living drivers)

By Jeffrey Zwart

Published by David Bull Publishing, hardcover



Jeffery Zwart's large format, lavishly photographed 917 x 17 coffee table book would be a welcome addition any Porsche enthusiast's library.

Those of you who have been lucky enough to attend one of the Porsche Rennsport events at Daytona International Speedway may be familiar with noted television producer, photographer, and Porsche racer Jeffrey Zwart's Porsche Rennsport book in which he photographed the significant racing Porsches from 1949 through 2004. Of course, there are numerous books that document the various Porsche models and their exploits on the race tracks of the world, but none compare to the gorgeous studio photography



The Publisher's Edition of 917 x 17 includes signatures of 15 of the 917 drivers who are still living.

deployed to capture the essence of these iconic racers. During the three-day event at Daytona, Zwart photographed 140 Porsches in an empty garage in the middle

of the Speedway that featured a black background to set off the vibrant colors of the cars. The results were truly stunning.

In 2009, Zwart once again utilized this studio approach to capture what many consider to be the greatest sports car of all time, the Porsche 917. Back in the late 60's the CSI (the competition rules makers for the FIA) put in place new regulations that encouraged manufacturers to compete in the World Sports Car Championship with 3-liter Group 6 prototype cars but would also allow 5-liter Group 4 sports cars provided that at least 50 examples were produced. In 1968 the minimum number of 5-liter cars required was reduced to 25, which in effect, opened the door for Porsche. Some of us remember an amazing picture of 25 Porsche 917's lined up for the FIA's inspection which circulated in the racing publications back in 1969. Initially, the 917 was powered by a 4.5-liter, 12-cylinder engine producing 520 horsepower in non-turbocharged trim.

The book entitled 917 x 17, measures 13" x 11" (you guessed it-17" on the diagonal) and once again, the cars inside are the stars. The #23 red & white 1970 Le Mans winner of Hans Herrmann and Richard Attwood, the psychedelic #3 "Batmobile," the "Pink Pig," the blue and orange Gulf car, and a rare, 16-cylinder CanAm Spyder (sadly never raced) are among the 17 cars depicted.



Jeffrey Zwart's dramatic black backdrop studio photos highlight the essence of 17 examples of the iconic Porsche 917.

In order to capture what it was like to drive one of these 220 mph beasts, 15 of the 917 drivers who are still living including Derek Bell, Richard Attwood, Vic Elford, and Hurley Haywood, to name just a few, provide their personal insights into what it was like to drive the 917 back in the day. One of my favorite stories is in the introduction by Derek Bell. Following the 1971 Le Mans test session, Norbert Singer, Porsche engineer, asked Derek how many revs he was pulling down the chicane-less, four-mile Mulsanne straight. Derek said, "8,100". Singer made some quick calculations and began to chuckle. When Bell asked him what was so funny, Singer replied, "Derek, perhaps it's better you don't know. 246 miles per hour."

917 x 17, available from David Bull Publishing, doesn't come cheap. The standard edition will set you back \$149; the publisher's edition which includes the signatures of 15 living drivers goes for \$425 in a matching slip case; sorry, the black leather bound premium publisher's edition packaged in a fiberglass presentation box resembling the 917's rear deck plus the drivers' signatures went for \$1,295 and is sold out.

CONTINUED ON PG 19

OK, one DE story and then I will stop. We were at Pocono Raceway one summer and an older gent was walking around the paddock looking at all the cars and observing the activities. I was getting into my car because my run group was getting ready to grid. The gentleman was asking me questions about PCA track events and seemed very interested. I asked if he wanted to go out for a few laps to see what it was like. He said, "sure"; so I got him a spare helmet and we strapped in. After three laps (we used part of the big tri-oval and the in-field track), we came into the pits. He said that was great, but my "line" was too high going into the high banked turns on the tri-oval. He described another line I should try. I said, "Let's try it" and back out we went. His technique worked great and allowed me to take the high banked turns at full throttle with no lifting. When we got back into the pits for the second time, he introduced himself...Mario Andretti. That was the highlight of my DE career!

I am retired after working for 32 years in corporate America. I live in the Short Pump area of western Henrico County with my lovely wife Mary Jean. We have two sons that always make us proud. The older son is a National Park Ranger living in Natchez, MS. The younger son is a business writer for a large financial publication and currently lives in New York City.

Like many of our club members, I am the consummate home mechanic and "do-it-yourselfer". I learned early in my Porsche-ownership that much of the enjoyment of owning these great sports cars is being able to work on them yourself. I am not, nor never have been, a professional mechanic. I do have a garage full of tools and I have read just about every technical

publication related to Porsches. I draw the line when it comes to overhauling my engine or transmission; I leave those two tasks to the pros.

In future articles, I will share some of my personal experiences in maintaining and enjoying a Porsche. I get a lot of personal satisfaction in working on my car. I find it therapeutic, although there have been times when things did not go as planned. That is how I learn, sometimes the hard way. If you tinker with these cars long enough, you will appreciate the expression of "trying to put a size 10 hand into a size 8 space"...ouch!

I learned to work on my 911S before the Internet and the plethora of information now available in cyber-space. We used to get together in each other's garages and help one another work on our cars. I had a neighbor in Munich that owned a 912 and did all his own maintenance in his small garage. He spoke very little English and I spoke limited German, but I learned more from Lothar than you will ever learn in any book or technical school. Of course, the Biergarten down the street added to the overall learning experience!

Well that is about all for this month; I think I have rambled enough. The Shenandoah Region management team has some great activities on tap for this year. Keep checking the Region's website for updates and additions to our list of scheduled activities. I hope to see you soon at a PCA event!

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Tour to Hot Springs

Join tour hosts Chad and Darrell Hurst for a spectacular spring drive through the Virginia countryside and lunch at the famous Homestead Resort.

Date: Saturday, April 16, 2011

Time: 9:30 a.m.

Meeting Place: Holiday Inn of Staunton

RSVP to Chad by Saturday, April 9: (540) 886-3568 {home}, (540) 255-2268 {cell}

Check the Shenandoah web site at <http://shn.pca.org/> for driving directions and additional information.

Porsches & Pastrami Reloaded

Date: Sunday, April 3, 2011

Time: 1:00 p.m.

Where: Millmont Grille (Just behind Barracks Road Shopping Center)
1035 Millmont Street, Charlottesville, VA 22903
(434) 245-8646 - www.millmontgrille.com

Porsches & Pastrami is back, or "reloaded"! Gary Hagar of Durty Nelly's Pub was our gracious host for two years but can no longer continue. However, our new tour co-chairmen, Dan Graff and Bates McLain, have offered to carry on Gary's great tradition, just at another location.

We'll start the afternoon with lunch at 1:00 p.m. at the Millmont Grille, a spacious American fusion restaurant that offers a variety of appetizers, soups, sandwiches, wraps, burgers, entrees, and desserts. There's ample parking and even an outdoor patio we can use if the weather is nice. After lunch, we'll head out at 2:15 p.m. for a scenic driving tour of western Albemarle and Greene counties.

Please RSVP to Dan Graff at (434) 996-9040 {cell} by Friday, April 1 so he can get a headcount. For maps, menu selections, and other information visit the Shenandoah web site at <http://shn.pca.org/>.

Reception at Porsche of Charlottesville & Outing to the Highland Maple Festival

Fellow Shenandoah member Deane Parker has wanted our club to take a trip to the Highland Maple Festival for a couple of years, but for one reason or another it has not worked out. So, 2011 will be the year we do it!

Porsche of Charlottesville will start us off with a reception, including refreshments at their dealership. After we fuel ourselves up, look around their new Porsche facility, and socialize a bit, we'll caravan over Afton Mountain to the Riverside Plaza Shopping Center in Churchville to meet people from the western part of our region. Then we'll make the fun and scenic drive over the mountains. Once in Highland County, participants will have the options of stopping for brunch/lunch at a variety of spots in the area that will be serving pancakes and maple syrup, fresh mountain trout, chicken, ham, pork BBQ, and a host of other foods. Don't forget to try the maple doughnuts and pork rinds! In addition to the food, there will be tours of maple sugar camps, an arts and crafts show, Bluegrass and country music, clogging, and tours of local museums. You will be able to return home at your leisure.

Date: Saturday, March 12, 2011

Schedule: 9:00 a.m. – 10:00 a.m.: Porsche of Charlottesville Reception
10:00 a.m. – 11:00 a.m.: Caravan to Churchville
11:00 a.m. – 11:15 a.m.: Stage for Departure to Highland County *
11:15 a.m. – 12:00 p.m.: Driving Tour to Highland County

* The Riverside Plaza Shopping Center has a Tastee Freeze (Open for breakfast, public restrooms), a Liberty gas station, Riverside Grocery, Dollar Store, and First & Citizens Bank (ATM).

Please RSVP to Shenandoah Tour Chairman Dan Graff at (434) 996-9040 or horrido05@gmail.com by Thursday, March 10.

Visit the Shenandoah Region PCA web site at <http://shn.pca.org/> for directions, maps, and other details.



February 12, 2011

Concours Detailing - 8709 West Broad Street, Richmond VA 23294

- Call to order: President Westfall called the meeting to order at 10:10 AM.
- Introductions, President Westfall welcomed members and guests (31), and alluded to a prior meeting with the Co-tour Chairs during which some decisions were reached regarding tour schedules.
- Reports:
 - President, Sherry Westfall – gave some recent changes to the calendar and confirmed the upcoming Autocross Test, Tune, & School and Euroclassics/ Shenandoah Autocross at RIR.
 - Vice-President, Andy Turner – expressed appreciation for the courtesies and concern shown by members during his illness.
 - Interim V-P, Herb Distefano – no report.
 - Secretary, Pam Ebinger – absent.
 - Treasurer, Bob Duntley– absent. President Westfall gave treasury bottom line as \$5486.91.
 - Advertising Manager, Dan Ehrman – absent. President Westfall said that Dan has been working hard in his

- new position and to expect some new advertisers in the Heat Exchanger soon.
- Charity Chair, Vacant – No report
- Driver’s Education Chair, Rick Ebinger – absent.
- Goodie Store Chair, Ben Briggs – No report. Shenandoah is still exploring options for a new Goodie Store.
- Historian, Harry Kennison – discussed the files he had procured from Dave Lasch, long time secretary, and his approach to establishing the written history.
- Membership Chair, Jeffrey Elmore – absent. Primary Members: 200, Affiliate Members: 155, Total Members: 355
- New Member Coordinator, Gary Hagar – no report.
- Newsletter Editor, Ben Briggs – no report.
- Richmond Porsche Meet (RPM) Chair, Alex Smith - absent. President Westfall confirmed the dates of June 10-12 and asked for support from the membership for this event.
- Safety Chair, Erik Boody – absent.
- Social Chair, Vacant – President Westfall indicated she would cover this position for the time being, with help from other Shenandoah members.
- Tour Chairs, Dan Graff/Bates McClain – Discussed some particular events and indicated the updated

CONTINUED ON PG 21



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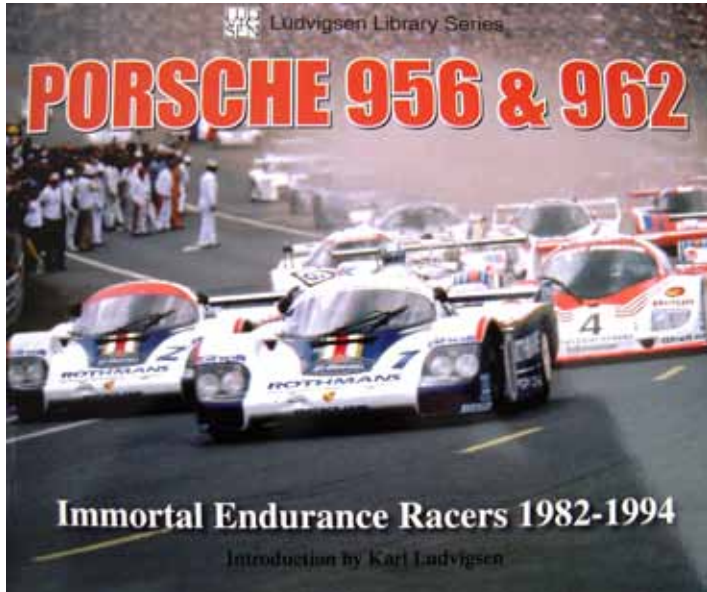
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Porsche 956 & 962-Immortal Endurance Racers 1982-1994

(With introduction by Karl Ludvigsen)

Published by Ludvigsen Library Series, soft cover



Karl Ludvigsen's Porsche 956 & 962 soft back book provides a pictorial history of the design, development and racing successes of these incredible machines from Stuttgart.

While the 917's race record was legendary, some Porscheophiles would argue that its accomplishments were surpassed by the Porsche 956 & 962. Karl Ludvigsen, one of America's foremost automotive writers and historians, has provided us with a photo history of the development and race history of these incredible race cars that dominated the world sports car championship

and IMSA GT racing during the 80's and early 90's in his new book, Porsche 956 & 962. The two models were combined in this 127-page book because the 962 was basically an evolution of the original 956 with some safety and engine modifications added to comply with IMSA rules in the United States.

Like its predecessor, the Porsche 917, the 956 was born out of a rule change imposed by FISA, the world governing racing body, in 1982. Instead of limiting cars' performance through engine restrictions, FISA said you could use whatever type of engine you wanted so long as you achieved 3.9 miles per U.S. gallon of gasoline. Porsche, who had won Le Mans in 1981 with a 936 Spyder, elected to adopt the 2.6-liter, turbocharged flat six engine producing 620 horsepower for their new, Le Mans challenger the 956, which proved to be a wise decision indeed. As Mr. Ludvigsen points out in his introduction, the 956 was Porsche's first monocoque chassis, which provided the added rigidity needed to handle the incredible downforce generated by its aerodynamic body. The Porsche factory entered three 956's in the 1982 race under Rothmans tobacco sponsorship in the 24 Hours of Le Mans. The white and blue cars carried numbers 1 (Jackie Ickx & Derek Bell), 2 (Jochen Mass & Vern Schuppan) and 3 (Al Holbert, Hurley Haywood & Jürgen Barth) and that is exactly how they finished the race, totally destroying the competition. Porsche's 956 and 962 would click off six straight Le Mans victories between 1982 and 1987.

Virtually every page of Porsche 956 & 962 contains a single photograph (15 in color) with a brief text below describing the car's development and racing accomplishments. There are several behind-the-scenes detailed photos of the 956 and 962 stripped down at the factory as well as on the race tracks of the world. If you like endurance racing and Porsche dominance, then you should add this book to your collection. It lists for \$26.32 plus shipping from Amazon.com.



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OPENING BALANCES

Checking Account	\$4,690.91	
Sweep Account	\$1,685.28	
Total Opening Balances		\$6,376.19

INFLOWS

TOTAL INFLOWS		None
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OUTFLOWS

Biz Taxes		
Other Biz Tax	\$25.00	
TOTAL Biz Taxes	\$25.00	
HE Printing & Mailing	\$864.28	
TOTAL OUTFLOWS		\$889.28
OVERALL DIFFERENCE		\$(889.28)
Total Cash Balance 12/31/2010		\$5,486.91



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calendar should be viewed for current status.
Web Master, Jim Condon – no report.

- Old Business: none
- New Business : none
- Adjournment: The business meeting was adjourned at 10:32 after which there were social activities and demonstrations. Concours Detailing staff members demonstrated car washing, car paint cleaning/polishing, clear bra application and clear bra removal. Virginia Dent demonstrated removal of dents on the roof and door panels of a Porsche. Alloy Wheel Repair repaired several damaged wheels and displayed the repaired wheels. Lunch was provided courtesy of host, Shenandoah member, and owner of Concours Detailing Dave Cottrell.



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