

Autocross results.....By Rick Ebinger

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Cover photo, Phil Audibert

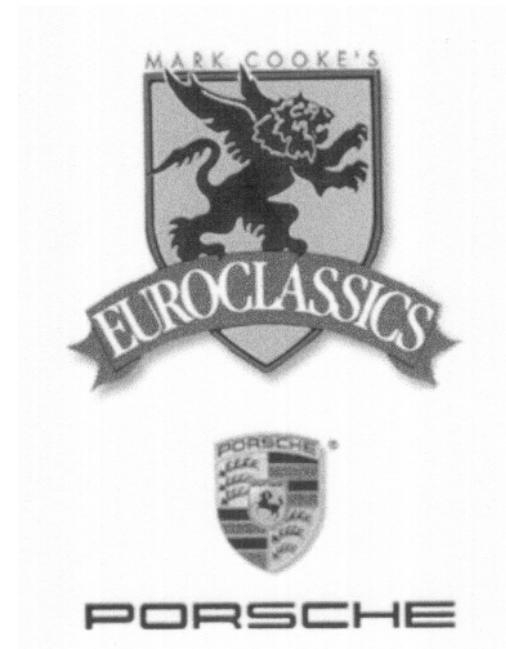
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THE HEAT EXCHANGER



The CAYENNE is here!

Please join us at Euroclassics for the unveiling of Porsche’s exciting new model. We’ve had the chance to drive it and... **YOU’LL BE IMPRESSED, WE PROMISE!** After all, what else would you use to tow your Porsche to the track?

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From the Editor's Desk.....



New Printer, New Look....

The Heat Exchanger has a new look. And it's partly due to club member, Ben Briggs, who owns a print shop in Charlottesville.

Ben approached me a couple of social/meetings ago saying that he would like to bid on printing the newsletter. When I saw the estimate, my jaw dropped...more than \$100 in savings each and every issue. I couldn't ignore that. That's a \$900 club savings per year!

Editor, Phil Audibert

So, we did a "test" printing last issue...remember the one with that gorgeous picture of the Cayenne on the cover. Ben's shop, Print Source printed that.

So whaddya think? I think it looks great! And Ben says he may be able to sharpen up the B & W pictures on the inside as well.

Cover photo contest.....

And speaking of photos, I want to introduce a Heat Exchanger Cover Photo contest to the membership.

If you have an outstanding color photograph that relates somehow to Porsches and this club, submit it to me for possible use on the cover of the

(Continued on page 4)

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Heat Exchanger. And it doesn't have to be a picture of a car. People make good photo subjects too!

As always there are a few rules. The photograph **MUST** be vertical....in other words, like a portrait, not a landscape...tall not wide. This requirement is necessary for it to fit the new cover format. I cannot stretch horizontal photos to fit a vertical box.

And it would be good if the photographs have some space at the top and the bottom so I can write in the publication title, plus date, volume, issue number, and web site information.

So, send these photographs to me either electronically or by the U.S. postal service (address on the inside of the front cover) so that it arrives in my hands **NO LATER THAN THE 28TH OF THE MONTH PRIOR TO PUBLICATION!** If you want the photographs back, let me know, and I'll put them in the mail to you, as long as you include an address.

Who knows, maybe you and/or your car will be on the cover of the May issue of *The Heat Exchanger!*

Make plans for RPM now!.....

I know it's only April, but ink in and block off the **weekend of June 14th** right now on your calendar. That's the date of the club's premier annual event, The Richmond Porsche Meet (RPM), featuring a concours, rally, tech session, and awards banquet on Saturday, and a rippin' good autocross on Sunday. It's a lot of fun, and a lot of interesting and rare cars show up.

The event happens on the manicured grounds surrounding organizer-creator, Alex Smith's lovely historic home in Southside/West End, Richmond. He is always looking for sponsors and volunteers. So, sponsor with abandon; volunteer with passion.

And now, hide the children, because what follows is an absolute shameless example of the power of the press being used for self promotion. But, yes, the rumor is true... my Traditional Irish Music band, the Ryegrass Rollers will be performing a lunchtime concert (sponsored by G & W Motorwerkes) at RPM on Saturday, June 14th, and they will have their just released C-D, *Rue the Day*, available for sale. Editor Phil

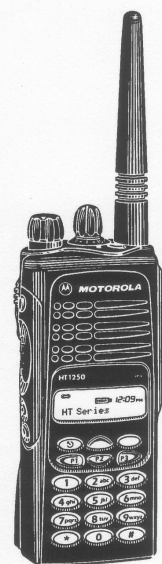
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Membership Report

March 2003 by Mel Brannan

145 Members

Welcome to the following **New Members:**

- **Gamble and Ann Bowers** of Afton, VA 2003 Porsche Boxster
- **Scott and Carol Jones** of North Garden, VA 1986 Porsche 911
- **Christine Perot** of Charlottesville, VA transferred from Riesentoter 2001 Porsche 911
- **Bruce Shaw** of Bumpass, VA transferred from Sacramento Region 1973 Porsche 914

Reported as Non-renewals from National:

- **Scott W. Mathews**

Treasurer's Report.....

<u>Date</u>	<u>Category</u>	<u>Income</u>	<u>Expense</u>	<u>Totals</u>
2/28	Balance on hand			1691.24
3/10	Dominion Mkt. Mail newsletter		75.74	
3/10	Print Source-Print newsletter		223.40	
3/10	Euroclassic Ad in newsletter	405.00		
3/20	Balance on hand			1797.01

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And that won Cole Scrogam and Charlie Hunter the prestigious award.

The car was a familiar site at the Waynesboro shop, usually seen living in its protective bubble. It was purchased in 2001 by Cal Turner. But according to the Scrogams, Cal is the type of guy who likes to drive his cars. Recognizing that this car probably should not be driven, Cal sent it back to the Scrogams to be sold by telephone bid this past March 18th.

The car will stay in Virginia. It was sold for an undisclosed amount to someone from McLean. Of all the cars that have come and gone through the G and W Garage/Museum, this may be the most unique. Then again, there's the 904.....

THE HEAT EXCHANGER

The
Manhattan Car
By Phil
Audibert



An old friend returned to the G & W Motorwerkes garage in Waynesboro for a brief visit recently...The Manhattan Car.

This 1956 550 Spyder is so called because it was the last car to win the coveted Manhattan trophy at the 1995 Porsche Parade Concours in Portland, Oregon. Of nine division winners, it was judged best in show!

How did it get to that point? It's a long story.

Porsche Spyder 550-0075 was part of a group of 75 "production cars," that mark the beginning of Porsche's racing heritage. A report by Porsche historian, Jim Perrin says, "although the later Spyderys had improved handling, more gears, and greater horsepower, the 550 will always represent the very beginning of the Porsche racecar line."

"the 550 will always represent the very beginning of the Porsche racecar line."

This particular car was "delivered" February 2nd, 1956 to Hubert Weise in Guatemala. Weise campaigned the car extensively with considerable success, scoring several class and overall wins.

Weise sold the car to a collector named Manfred Lippmann sometime in the 1960's or 70's. When Lippmann heard about the Manhattan trophy win from Weldon Scrogam, he wrote, "I was happy to receive your fax concerning our ex-Spyder that you had restored and afterwards won the 'Manhattan Trophy' at a concours. The car was so original and unmolested that we always felt that a restoration was unnecessary (it even had the original horse-hair brushes attached to the engine lift cover)."

But restore the car the Scrogams did, soon after Charlie Hunter of Staunton bought the car for something around \$675,000 in the early 1990's!

(Continued on page 8)



The Cayenne. The Next Porsche.

A winding stretch of pavement.
Some gas in the tank.
Sometimes it's just that simple.



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THE HEAT EXCHANGER



Lewis and Clark Rally Meisters, from left to right: Chad Hurst, Darrell Hurst, Mike Shutty, Susie Audibert, Jeanette Brannan, Mel Brannan, Dale Weatherholtz and Robert Whissen. Photo by Phil Audibert

Lewis ? Is that you Clark ? Rally: "We got the goods."
By Mike Shutty

Sixty miles of winding country roads, many destinations (Afton, Batesville, North Garden, Alberene, Porter, Esmont, Keene, Ivy) – Lewis & Clark faced *quite a challenge* to get all the supplies together for their sojourn.

So, Thomas Jefferson had to call in *the Porsches!* Four cars gathered at the crest of Rockfish Gap; the weather was beautiful: clear, pleasantly cool, sunny. And the view from atop the Blue Ridge ... well, you just knew it would be a great rally!

First off was the '71 911S; Darrell & Chad Hurst demonstrated a quick 0-60 split, as the tangerine car roared off. Next, Mel & Jeanette Brannan, not to be outdone, disappeared down the mountain in a white blur in their late model 911 C4. I remember yelling out, "don't forget to pick up all the supplies!!!"

Then, it was Susie & Phil Audibert. Off they went, all four cylinders whirling in their green '65 356C. Finally, the Boxster S powered off, Robert Whissen & Dale Weatherholtz determined to catch the rest. All participants followed the directions given in a letter written by Tho. Jefferson – seeking Honey, Fruits, Horses and whatever else was needed for the expedition.

At Batesville, the tangerine 911 stopped to consult the map ... they were ahead of schedule, but had missed a few items (*Lewis would have to go without his "honey"*). Then the 356C blew by. Minutes later, the C4 slowly rolled in – "We took a few wrong turns." Finally, the Boxster; no problems reported.

Everyone had a different strategy. The tangerine car figured that

(Continued on page 11)