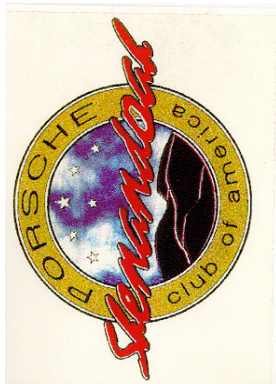


The Heat Exchanger

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



The Heat Exchanger



John Kessler exits the autocross course with FTD! Details Page 6
Volume 7, Issue 4 May 2003 Shenandoah Region PCA

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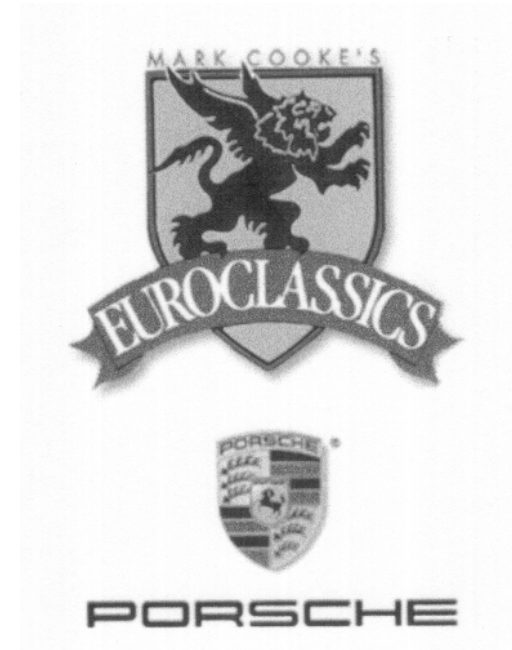
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Cover photo, Phil Audibert



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(Continued from page 10)

ment Center employee at a cost of \$150 for the employee and \$100 for use of the site. The next autocross will be held Sunday, May 18th and will NOT be held at Eastside Drag Strip, as it is too expensive. The event will be held at the Augusta Government Center instead.

New and Old Business: Manufacturers of window decals and car badges have been contacted now that the logo problem has been resolved. They probably will not be available until after the RPM event. Improving the appearance of the bulletin boards at Euroclassics and Crown Motorcars dealerships is still a work in progress. Storage of the region's autocross equipment is becoming a problem and should be addressed soon. The First Settler's autocross at Crewe is to be held on Sunday, July 20, not August 24th. The region's autocross scheduled for Sunday October 19, may be moved to an earlier date. It was suggested that upcoming events appearing in the calendar be made more prominent by using bullets. Finally, a speaker for a future meeting was suggested.

We believe.....

Shenandoah Region, PCA is a non-profit organization dedicated to the enjoyment of the Porsche automobile.

The region's newsletter, "*The Heat Exchanger*," is published nine times per year (no Dec., Feb., or Aug. issues) with a production **deadline of the 28th of the month prior to publication**. The information in this newsletter is solicited from the membership of this region and other newsletters and may or may not be consistent with the beliefs or ideals of the Editor.

Reproduction of this newsletter is permitted only with written consent of the Newsletter Editor. Porsche and the Porsche crest are trademarked property of PCNA. Changes of address should be sent to the Editor and to PCA National offices in care of Diana Tringali at PO Box 5900 Springfield, VA 22150, 703-451-9000

Literary submissions are welcome and expected. Please e-mail submissions to PHLODBEAR@AOL.COM, prior to the 28th of the month. Publication of those submissions will be in the next available issue, based on space, timeliness, and appropriateness. A special thanks to all those who contribute and advertise in "*The Heat Exchanger*!"

Advertising rates: \$45/month-full page, \$25/month-half page, \$15/month-quarter page and \$10/month-business card. If you purchase ad space for a year (nine issues), you will receive one month free! All ads need to be sent to the newsletter editor and must be reproducible.

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



Calendar of Events.....

- ◆ **May 15**– Social/Meeting, Crown Motorcars, Pantops Mountain (Rt. 250 East), Charlottesville, 7-8 PM. **Come see the new Cayenne!**
- ◆ **May 18**– Autocross, Augusta Government Center, Rt. 11, Verona, 10 AM
- June 14-15**– Richmond Porsche Meet (RPM) Concours, Rally, Tech Session, Banquet, Autocross! **The Big Event! SIGN UP NOW!**
- July 19**– “Up Along the Blue Ridge” Sightseeing Tour
- LateJuly/early August?**- Autocross with First Settlers, Crewe airstrip.
- Sept. 13** – Fox and Hounds Rally, Middlebrook
- Sept. 18**– Social/Meeting TBA
- Oct. 13**– Euroclassics/Shenandoah Region Driver's Ed, VIR
- Oct. 16**– Social/Meeting TBA
- Oct. 19**- Autocross, Southside, Richmond

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President's Letter.....

The events have started, the plans are paying off, and our nice and relaxing summer is filling with opportunities.

Our first Autocross kick off went very well. We saw some new cars and some new drivers, and we saw some of the old timers as well. One thing I found interesting; as I put together this month's results, I noticed the October Autocross from last year had some very similar times and results through the whole field of competitors. For example, Andy Turner ran a 71.449 last October. On April 13th of this year, on a completely different type of course, he ran a 71.976. Matt Clark really tipped me off to this. He ran a 74.974 last year and a 74.967 this year in his green 911. Scarily consistent gentlemen.

Last month also had us at the VIR track for the Zone 2 event. This is our second biggest fund raiser for the club and with 220 cars participating it was once again a success. Erik Boody and I were in charge of the Tech portion of the event and everything went smoothly.

We have made some changes to the events coming up. This month we have an **autocross at the Augusta Government Center on May 18th** and we have our final meeting before our June RPM event at Crown in Charlottesville the 15th. The months are just starting to fly by.

Please keep a sharp eye on the calendar for some changes coming up for autocross. We are working with First Settlers for a possible late July autocross at Crewe and there is an SCCA autocross in Staunton in July if anyone is interested. More details in the next few months.

Alex Smith showed us at our last meeting some exciting designs for our logo and reported that there will be goodies to purchase at RPM with the new logo. RPM sounds like it is going to be great again so mark it on your calendar. We will be at Southside Speedway for the autocross again and the same people are doing the lunch and dinner for us.

I am looking forward to lots of events coming up and I promise to have some pictures from the Parade in Tampa when I go in June. If you have any pictures or stories you want to get in the *Heat Exchanger*, please send them to Phil and he will get them in at his earliest convenience.

Until then, enjoy your sunshine and warmer days.



President, Rick Ebinger

Rick

(Continued from page 11)

sure you get all the edges and smooth out any imperfections.

5. After sanding you're ready to wipe again with a surface preparation chemical. In my case I had access to Dupont alcohol wipes used in paint shops but, any auto store can recommend a spray prep solution.
6. Now that everything is wiped down and dry, double check your tape lines and look for any holes in the tape job. Make sure your loose items are on a surface that can be painted without getting you into trouble.
7. Time to start painting. This isn't hard if you read the back of the can and try a test area on some cardboard if you're not familiar with the way it flows and the spray pattern. I don't recommend you fog it on heavily. Just a light tack coat over all the pieces. No need to try to cover any on the first pass. Follow with slightly heavier coats until covered. Allow drying time recommended by the paint manufacturer between coats and after the final. I used Kent trim coat for factory finish on aluminum and steel. I prefer a flatter look to the trim color. You have a few options depending on the gloss you prefer. A generic version can also be found at most auto parts stores.
8. Once everything is suitably dry un-tape the car and check for missed areas. Brush touch up those items carefully. You may want to tape the areas off to touch up. Also inspect the off-the-car items and look for missed areas. A quick touch up spray won't put you too far behind as most trim coats final dry time is 5 or 10 minutes.
9. Now stand back and look at your new car!



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From the Editor's Desk.....

The Gift Horse



Editor, Phil Audibert

“Are you outta your mind?” screeched my sister-in-law incredulously. “You’re gonna DRIVE a 1971 model car from Palmetto, Florida to Gordonsville, Virginia, by yourself?”

“Yeah, sure,” I responded confidently. “Back in 1971, we used to pull straight-through drives all the time to Florida, remember?”

“Yeah,” she snorted, “but that was with our 1971 bodies!”

I thought about that one and decided to pack a back brace and an extra bottle of Ibuprofen.

Let me start at the beginning. Some of you know that my wife, Susie’s brother, Millard is not only quite a collector, but a generous fellow as well. Witness Susie’s little green 356: a gift. Now, Millard has a 1971 914-6 (bright red new paint, new shocks, struts,, etc.) that needs a home (no garage space left, climate too hot, not worth installing lousy air conditioning). And we’re willing to adopt. We just have to get the car here.

So I drove the car back...on back roads...by myself...with only a yuppie toolbox (cell phone) by my side, with a pesky horn that blew every time I turned 90 degrees. (Just wave!)

The first thing I did was buy a radio/C-D player (the old Blaupunkt was kaput), and a \$9.99 seat cushion. The next thing I did was drive that sucker in heavy traffic in Sarasota for three days so I could get nice and used to that blinky blank (this is a family oriented newsletter here) shifter. When I got to the

point that I could downshift from fourth to third, three out of five times successfully, I knew I had it made.

Day One: After a hearty Mexican breakfast of Huevos con something hot in downtown Palmetto, I blew hard into the air intakes, fired that little sucker up, and took off, horn blaring. I don’t know who was

back firing more...me or the car. Driving on Rt. 301, I crossed and re-crossed I-75 numerous times but was never tempted to jump on. I could just barely hear Car Talk on my new radio above the roar of the six. The weather was perfect...not too hot and still springtime in Florida...the grass green and lush. Cattle grazed peacefully in the morning mist. Tiny purple/

red flowers blanketed the roadside. Sometimes live oaks, festooned with Spanish moss, formed an archway over the road.

I made it to a musical friend's house in Gainesville by mid afternoon. That's when the trouble began. For one thing, the car had been running a little hot, not in the red, but close enough to concern an old worry wart like me. Then, we came out of an Albertson's where we had spent all our money on beer and Easter candy (to appease his wife) and there's a jolly fellow with more gold rings on his fingers than Idi Amin and he's admiring the car and points out that the left rear tire is low and losing air fast.

“he's admiring the car and points out that the left rear tire is low and losing air fast. ”

We beat feat to a tire store just down the road and learn the sidewall has been punctured, on the INSIDE, ruling out sabotage and, regrettably, a plug. So, \$75 and a new tire later we're headed for home for a nice little musical jam and a good night's sleep.

The jam was good, but not the sleep...not one wink of it. The airboats on the nearby lake ran full blast till 2 AM. And then there was the matter of my friend's heirloom grandfather clock. It chimes not every hour...not every half hour, but every freaking 15 minutes! My hosts and their ten cats blithely sleep through it all. By the time I have counted the 6:30 chime, I'm outta there...no sleep and a ten hour drive in front of me, with an overheating air-cooled car. I'm beginning to wonder about the wisdom of this whole thing.

Day Two: Well it's actually oil cooled, isn't it. So I add a half quart, and it seems to do the trick. Today, it's Highway 441 all day...from Gainesville Florida to Cullowhee, in the North Carolina mountains. At one point driving around the Okefenokee swamp on this Easter Sunday, I didn't see another vehicle for half an hour. At another point I passed by a small black boy

in a bright red shirt, dancing on a table in his front yard in the mist. Unforgettable. Up, up, up I go through the long state of Georgia, past the road kill armadillos, past the great stretches of piney woods and red clay, and into hill country until I pull over the handmade bridge over Moses Creek at my other brother-in-law's house near Cullowhee, NC. He's got brown liquor in the cabinet and chicken and dumplings on the stove, and I believe I've died and gone to heaven. I slept nine and a half hours that night under two comforters in front of an open screen window looking out over an alpine valley.

Day Three: I'll do some Interstate today, from Asheville to Statesville then head north on I-77. But when I get to this Interchange, the traffic north is bumper to bumper in a work zone and the asphalt is so beat up I feel like I'm on a pogo stick. So I get off at the first exit and meander north on Rt.



R
P
M

Shenandoah Region's 7th annual RPM (Richmond Porsche Meet) should be the highlight of your PCA year. Plan to bring your family, your Porsche, and yourself for a good old-fashioned weekend with Porsche friends.

The Holiday Inn Select- Kroger South is our "home" for out of town participants. Be sure to allow enough time to put those finishing touches on your Porsche for Saturday morning's concours. The Concours will be held just a few miles from the hotel at the home of Gail and Alex Smith, where your car will be judged "Tops Only," or just displayed on the grounds if concours is not your game.

The famous "Café Carrera" opens with a catered lunch on the lawn and live entertainment provided by the *Ryegrass Rollers* (sponsored by G&W Motorwerkes). The afternoon is free, with an optional fun rally in the countryside with other Porsche owners or join the folks at Euroclassics Porsche as they host an afternoon tech session. Later that evening, participants will gather at the Walton Park Recreation Center for dinner and awards presentation of the day's events.

Sunday takes participants to Southside Speedway for an autocross you will not soon forget. A 1/3 mile banked oval track will allow you and your Porsche the opportunity to run for fun and precision.

Pre-Registration Fees:

\$150.00 per car (two people)

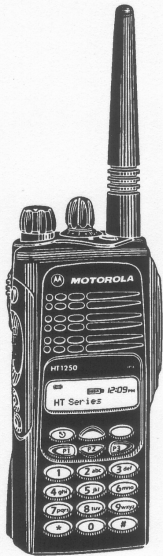
\$100.00 per car (single)

Includes entry fees for concours, autocross, lunch both days and banquet dinner! Make checks payable to Shenandoah Region PCA. To register, contact: **Gay Jewett at 143 West Square Court, Richmond, VA 23233. 804-708-0007**

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Home at last after 24 hours of driving on back roads from Fla. to Va.

21 through the little village of Harmony, NC. It's raining now but the little 914 is just roaring along leaking only moderately. Somehow the spring colors intensify in the gray as we travel through the fictional town of Confusion, NC.

Yes indeed. It seems the North Carolina Department of Transportation wants motorists to play a game, called "Guess the Route Number, Guess the Destination." I was never so glad to see, "Welcome to Virginia" in my life! From there it was a fairly simple shot on well marked roads to Martinsville, Chatham and Route 29 north to home.

How long did it take? About 24 hours of driving over three days. How much did it hurt? Not at all. It was a comfortable ride...honest! .How far did I go? I have no idea; the odometer broke just outside Palmetto. Why did I do it? I dunno; I just wanted to see a little more of this great big loveable hulk of a country of ours, I guess. Besides, I got my hands on a car I've wanted since I was in college!

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Autocross results.....By Rick Ebinger

Back on Track

Well, it looks like we are in good shape for the Government Center again. We had our first Autocross there under the new rules and a slightly smaller lot, but all went well. We had 26 cars running the first event, ran four runs, and still managed to get done by 3:30PM. Lots of fun and we still have the better part of the day for those of you who multitask, (who doesn't). The Government center was pleased with us and we will be back with them for the May 18th autocross. We still are talking with First Settlers for the Crewe autocross in late July/ early August. More information to come as soon as we finalize the dates. The results from April are listed below:

Name	Car	Class	Time	Pts.
1 John Kessler	911	early	67.558	3
2 Gary Kirschbaum	Corvette	other	67.742	3
3 Rick Ebinger	914	early	68.103	2
4 Erik Boody	911-T	early	69.762	1
5 Greg Shaffer	BMW M3	other	70.207	2
6 Stephen Dubovsky	VW Jetta	other	70.590	1
7 Phil Audibert	Boxster	Boxster	70.678	3
8 Mark Scafidi	993	993 & 996	71.297	3
9 Chess Earman	930	'80-'94 911	71.363	3
10 Andy Turner	911	'80-'94 911	71.976	2
11 Gary Kirschbaum	Subaru WRX	other	72.107	
12 Susie Audibert	Boxster	Boxster	72.244	2&3
13 Wes Harman	Celica	other	72.701	
14 Howie Dunbrack	944	944	72.738	3
15 Erik Boody	VW GTI	other	72.813	
16 Mel Brannan	911 C4	'80-'94 911	72.851	1
17 Brian Bass	944	944	72.995	2

Tech-Tactics.....

“Cheap Trick”

By Harold Singh

Editor's note: Please welcome what I hope to be a regular feature in the Heat Exchanger, Tech-Tactics, by club member Harold Singh. Harold is well qualified for the job, being an ASE,I-CAR, DuPont certified tech. Ideas or suggestions for articles? Contact him: Collected1@aol.com.

Ever wonder why your clean Porsche looks tired parked next your late model daily driver? Well, in my case, my 911SC is over 20 years old and although the paint is great it had some tell tale signs of age. The major sign for me was the black trim was chipping off in high visibility areas including the windshield moldings and the cowl vent.

This is how I fixed it:

1. Remove all the trim that can be easily wrenched or unscrewed from the vehicle. In my case that included the rocker molding caps, wiper arms, and cowl/fresh air vent.
2. Now if you have time and patience also carefully tape off all the trim that cannot be removed like windshield trim and quarter window trim as well as the door trim. This can be time consuming but, really completed the look when it was done in my case. Preferable a garage will be used for the on car trim. Borrow one if you can.
3. Time clean everything first with lacquer based cleaner. Just wipe to remove any silicone or other contaminants from the items. Do this BEFORE sanding so you do not grind it into the surface and make it harder to remove.
4. Now sand everything with 500 grit paper (unless you have damage that needs to be repaired first with 180 grit). It is not necessary to remove all of the paint most of the time, unless it has already been painted before and has been built up too thick or might not be compatible with your current paint. Make



Windshield molding before.....

(Continued on page 15)

April 17 Social/Meeting notes.....

By Dave Lasch

The meeting, held at Crown Motorcars in Charlottesville began at 7:00 and ended about 8:00PM.

Membership: Mel Brannan stated that the region now has 147 active members. Also he raised the question of use of the region's mailing list by other groups. It was suggested that each offer should be presented to the membership and let them decide on the appropriateness of the offer.

RPM: Alex Smith asked that everybody consider attending this year's event, June 14th and 15th. A brochure has been printed and will be mailed soon. He said the same caterer, same awards dinner venue (Walton Park Recreation Center), and same autocross site (Southside Speedway) have been reserved for this year. Entertainment will be provided at Saturday's lunch by the Ryegrass Rollers, courtesy of G & W Motorwerkes. Owen Suter will again make the awards for the various events. Event sponsors are still very much welcome.

Treasurer: Bryce Jewett submitted Gay Jewett's Treasurer's Report. It was noted that that the region is in good financial health and will be receiving income from its participation in the Zone Two event and from RPM. Vice President, Phyllis Scrogam suggested that the region consider adopting a charitable organization and make a donation sometime during the year.

Driving Events: Rick Ebinger gave a detailed summary of the Zone Two Driver Education event, which was well attended. He and Erik Boody represented the region and did the tech session for the event. Rick also summarized the first autocross of the year. It was highly monitored by a Govern-

(Continued on page 16)

Membership Report

April 2003 by Mel Brannan

155 Members

Welcome to the following New Members:

- **Joe and Mike Digirolamo** of Charlottesville, VA 1998 Porsche Boxster
- **Brian Fox** of Crozet, VA 2003 Porsche Boxster
- **William Kerfoot** of Louisa, VA 1982 Porsche 911 SC
- **Kelly and Mark Wolf** of Charlottesville, VA 1963 Porsche 356

Reported as Non-renewals from National:

- **Thomas W. Curtis**

Name	Car	Class	Time	Pts.
18 Rick Ebinger	VW GTI	other	73.617	
19 Dan Wolkomir	914	early	74.398	
20 Matt Clark	911	early	74.967	
21 Jody Smith	Subaru WRX	other	75.816	
22 Emily Wolkomir	Integra	other	75.975	2
23 Chess Earman	BMW M3	other	76.004	
24 Steve Mohn	Volvo 740	other	79.204	
25 Erlene Nagle	Miata	other	80.792	1
26 Diane Earman	930 Turbo	'80-'94 911	85.382	

**Go on,
be a conehead!
Come to the
next autocross!
Sunday, May 18th
10 AM, Augusta
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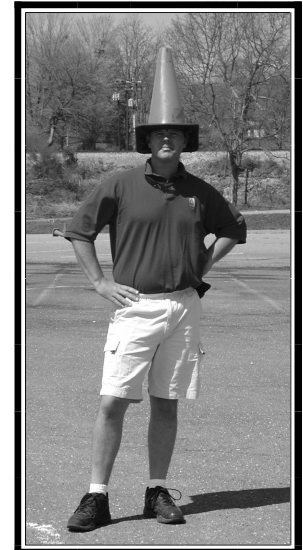


Photo by Jeanette Brannan

Directions: From I-81 North at Staunton- Take exit #225, Rt. 275 West towards Monterey. At traffic light, go right onto Rt. 11 North. At second traffic light, turn right into August Gov't Center, bear right, follow signs for "public meeting rooms."

Event happens rain or shine. Loaner helmets & novice instruction available. No special equipment or ability necessary! Safe!

COME OUT AND ENJOY THE FUN!

Zone 2 April Track Event.....by Rick Ebinger

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Usually the Zone 2 event is the first Track event for me and this year was no exception. I had been fighting the turbo setup for the 914 and decided to give up on it for this event and run the dual carbs again. There is something to be said for reliability, but I miss those 60 horses on the North course straight away. Erik Boody and I went down Friday night and hit the open house at G&W. It was great to see the same old familiar faces and get a close up look at the BMW racecar on display. No matter how many times I go to VIR and G&W, I see and learn something new each time. If you've never been there; one word, GO!!

Saturday morning got off with the tech group we were running. With great volunteer help, we were able to run the tech line like clockwork and get that task behind us. The Shenandoah Region had five drivers there for the weekend, Erik Boody, Mel Brannan, Rebecca Morgan, John Marshall, and myself. There were more than 220 cars there for the weekend with driving going on from Friday through Monday. Saturday morning looked threatening and it became just that. In the third run session, the White group, it started to rain. Erik had some brake problems and headed to the pits to change some suspension settings. I stayed out and I was glad I did. The rain picked up and the course and the drivers continued to change. As the rain fell harder, the standing water on the track and the line people were driving continued to change. What was good the last lap became a four-wheel drift the next lap. I had to just coast down the roller coaster just to stay on the track. When the 914 broke traction at 4500 RPM in fourth in a straight line it was really getting slippery. I had a blast and learned a lot in those 20 minutes. I think I ran 5 different lines, or more accurately was forced to as I worked my way around the track. What a blast.

“As the rain fell harder, the standing water on the track and the line people were driving continued to change..”

The sun and more importantly the wind came out and by the time our second run came around things had dried up pretty nicely. Erik's suspension changes worked, and it was amazing that his 911 on street tires and my 914 without the turbo ran exactly the same lap times. We picked up a few others who were right around the same lap times and the weekend was set. There was a Miata Spec racer and a '70 911 Targa that posted about the same lap times and Mel Brannan was sticking with us too. It must have been funny for the corner workers to see this line of cars, all together and occasionally swapping places. The last run of the day put Erik on my front bumper and we went for 20 minutes never getting more than 4 car lengths apart. We kept getting the pass flag from the corner workers but I never took it. Nothing pushes you harder than basically identical cars and identical drivers on the same part of the track. It was the most fun I've had at the track in years.