

The Heat Exchanger

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



The Heat Exchanger



Drive it like ya stole it!details Pg. 9
Volume 9, Issue 5 May 2005 Shenandoah Region PCA

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C4K is a not-for-profit organization that matches disadvantaged students from the Charlottesville and Albemarle area with volunteer adult mentors. At the C4K Learning Lab, mentors help students develop computer and learning skills to earn a computer of their own.



Cover photo by Phil Audibert

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Calendar of Events

- **May 15- Autocross, Augusta Gov't Center, Verona, 10 AM. (Directions: Page 26)**
- **May 19- Social/Meeting 7 PM, CDOC, 900 Preston Ave., Charlottesville.**
- **May 22- Robert Whissen's Tour to Luray Caverns and Auto Museum. Meet at Quarles Station/Store, Harrisonburg, 9:30 AM. (Directions, Page 4)**
- **June 3, 4, 5- Richmond Porsche Meet (RPM) Midlothian, Concours, Driving Tour, Tech Session, Banquet, Autocross. Our premier event! (Directions: Page 25)**
 July 17- July Jam...Mike's Rally through Augusta County ending at his house with a rumored performance of the PCA Blooz Doodz.
 Aug. 7- Autocross, Augusta Gov't Center, Verona, 10 AM.
 Aug. 27- Shenandoah Region's Tenth Birthday Party tour to Herb Distefano's house on Lake Anna. Pontoon Boats! Ice Cream!
 Sept. 15- Social/Meeting, 7 PM TBA
 Sept. 18- Autocross, Augusta Gov't Center, Verona 10 AM
 Oct. 10- Columbus Day Euroclassics Driver's Ed Event, VIR
 Oct. 22, 23- Synergy Racing's annual Fall Fling, VIR
 Dec. 4- Annual Christmas Party, TBA

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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 12 times per year with a production **deadline of the 26th of the month prior to publication.** The information in this newsletter is solicited from the membership of this region and other newsletters and may or may not be consistent with the beliefs or ideals of the Editor.

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

Literary submissions are welcome and expected. Please e-mail submissions to PHLODBEAR@AOL.COM, prior to the 26th of the month. Publication of those submissions will be in the next available issue, based on space, timeliness, and appropriateness. A special thanks to all those who contribute and advertise in "The Heat Exchanger!"

Advertising rates: \$75/month full page inside front and back covers, \$50/month-full page interior (7-1/4" high by 4-1/2" wide), \$30/month-half page (3-3/4" high by 4-1/2" wide), \$20/month- quarter page/business card (3-1/2" by 2"; specify landscape or portrait orientation). We prefer ads to run for a minimum of six issues, preferably 12 (one year), and are due and payable in advance. All ads are in black and white and must be sent in a reproducible format such as Adobe PDF, JPEG or Microsoft Publisher files. Send all ads and inquiries to the **ADVERTISING MANAGER, Johnny Johnson** at **Jjvirginian@aol.com**, or call **434-981-0524**. Do not contact the Editor about ads.

Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 26th 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. All others who want to run a classified ad in Das Market will be charged \$1.00/line.

Das Market:

1987 944S - Steel grey, black leather, touring package, 79k, records - \$7200. Sam Ward 434-361-2687

1959 Porsche Diesel Tractor, Standard Model 218, 2 cylinder, air cooled, 5-speed, fully operational and ready to work but could use some beauty treatment. \$6950. Herb Distefano (804) 448-3448. herbd911@adelphia.net

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

Balance as of March 31, 2005			\$4911.15
Date	Category	Income	Expense
4/1	Alex-mtg. gift; RPM plaques		107.94
4/7	Print Heat Exchanger		395.24
4/11	Mail Heat Exchanger		86.24
4/26	Ad- HE- Shanes Detail	180.00	
4/26	Autocross proceeds	220.00	
4/26	RPM Sponsors	2000.00	
Totals-		2400.00	589.42
Balance as of April 27, 2005			6721.73

Membership Report

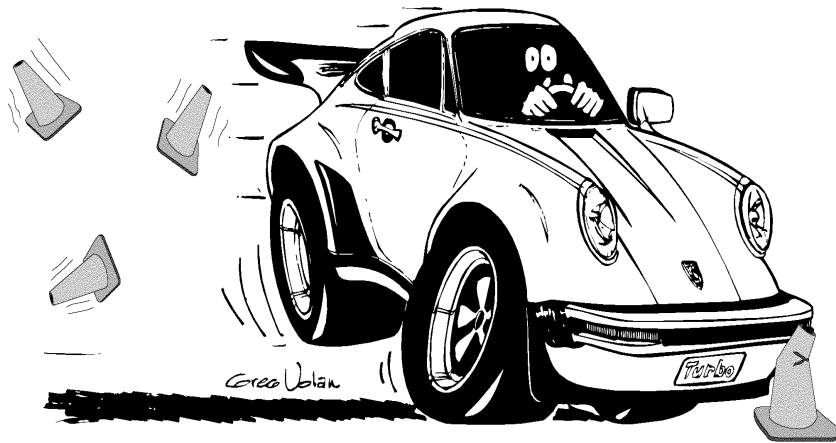
April 2005 by Mel Brannan

170 Active Members

Welcome to the following New Members:

- **Hugo A. Kohl** of Harrisonburg, VA 1999 Porsche 911
- **Nuno Valentine** of Midlothian, VA 1997 Porsche 911

AUTOCROSS!



Sunday! Sunday! Sunday!

May 15th

10 AM Augusta Gov't Center, Verona

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 Augusta Gov't Center, bear right, follow signs for “public meeting rooms.”

*Event happens rain or shine.
Loaner helmets & novice instruction available.*

Safe and fun!

From the Editor's Desk

New cars and gas prices

We bought a new car the other day...not a Porsche, mind you, but an every day, haul-the-dogs, fetch-the-groceries kind of car.

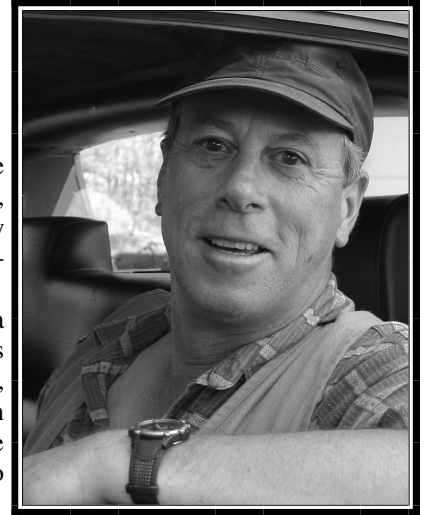
It's a Subaru Outback with a four banger Turbo that flat out flies. It's got this nifty “sport shift” feature to it, like a Tiptronic....all kinds of fun on curvy roads. The dogs lean into the turns and the groceries slide from side to side as I search to reclaim my youth.

This car replaces a Dodge Durango, replete with its monstrous V-8. I could swear the old Durango made soft cooing noises every time it passed a gasoline station. It took a month and a half and two drastic price reductions to sell.

The nimble little Outback whizzes by and its computer tells me I'm making 24 mpg. We had wanted something even more fuel efficient, like a hybrid, until a local Ford dealer friend of ours licked all the red off our candy cane by saying “you'll only use the electric motor from your doorstep to the end of your driveway. After you reach 25 miles per hour, it's all running on gasoline.” Not much help out here in the country.

It's tough living out here in the country. I have to hop into a vehicle and burn fuel just to take the garbage out. The other day, I hand delivered a C-D data disc to someone. I burned more gasoline to do that than the 83-cent stamp it would have cost to send it. I find myself doubling up on trips,

(Continued on page 4)



Editor, Phil Audibert

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(Continued from page 3)

combining tasks, planning efficient routes, It's a lifestyle change. But that's where we're headed isn't it...down the path of change.

Here are some changes that I predict:

- 1) The era of less than \$2.00 per gallon gasoline is over, kaput, dead, fini.
- 2) If the oil companies continue to be so short sighted that they do not realize that they are in the FUEL business, not just the oil business, then someone else will, and they will profit handsomely.
- 3) The price of alternative fuels will decrease as the price of oil increases until they meet.
- 4) As the world's largest consumer of \$50+ per barrel of "sweet" crude, we also stand to lose the most. EVERYTHING is connected to energy prices...goods, services, everything.
- 5) It won't be long till the price of everything goes up.
- 6) We, are standing on the cusp of a major paradigm shift...a transportation and energy resource revolution. I sure hope Texas and Detroit can keep up.

Those are my predictions. Let's take a look at them a year from now and again ten years from now and see where we're at. In the meantime, happy motoring... if you can still afford it.

Tour to Luray Caverns.....Sunday, May 22nd!

by Robert Whissen

We will leave Quarles promptly at 9:30 and head east on Route 33. After traveling about 20 miles, we will exit Rt. 33 and take Skyline Drive North (\$10 Park fee)

After about 45 miles, we will pass through a tunnel. After the tunnel, we'll exit Skyline Drive and follow Rt. 211 West to Luray and the Caverns. You can tour the caverns, the old car museum, gift shops etc.

We'll leave the caverns at 12:45 and go two miles to the Mimslyn Hotel where a scrumptious buffet awaits. Lunch will cost \$13.95 per person. At the restaurant, we'll have a drawing for three bottles of Biltmore Wine. See you there!

(Editor's note: Someone please please take pictures and write an article about this tour because I can't be there! Editor Phil)

Directions to Quarles Station/Store: Exit I-81 at Harrisonburg. Use exit 247 -A (Route 33 East). Go through five stoplights. Turn right into Quarles Station/Store.

DIRECTIONS TO RPM

ARRIVING FROM THE NORTH ON 95 SOUTH

Take exit #79 – Powhite Parkway, Interstate 195 South—stay in left lane on exit ramp—veer left to take 195 South to Powhite Parkway. Stay on Powhite Parkway—cross the James River, pay .50 cent toll. After toll stay in middle lane & continue on Powhite Parkway. Take Route 60 exit – Midlothian Turnpike (pay .25 cent toll). Take route 60 West. Look for large shopping center on right – Chesterfield Towne Center. 1 block after mall turn right onto Alverser Drive Go 1 long block until stop sign – turn left onto Old Buckingham Road. Look for Black Heath Road (do not turn)—look for tall white gates and house number on front gate (12200)

ARRIVING FROM THE SOUTH ON 95 NORTH

Take Chippenham Parkway - Route 150 North exit. Stay on this road a long time. Go long way on Midlothian Turnpike –look for large shopping center on right (Chesterfield Towne Center). 1 block after mall, turn right onto Alverser Drive. Go 1 long block until stop sign – turn left onto Old Buckingham Road. Look for Black Heath Road (do not turn)—look for tall white gates & house number on front gate (12200)

ARRIVING FROM THE EAST ON 64 WEST

Take exit #190 – Petersburg & 95 South. Immediately take exit #74A – Downtown Expressway to Powhite Parkway. Pay .50 cent toll—continue on Powhite Parkway (stay left at split). Cross James River & pay .50 cent toll—after toll stay in middle lane & continue on Powhite Parkway. Take Route 60 exit – Midlothian Turnpike (pay .25 cent toll). Take Route 60 West. Look for large shopping center on right (Chesterfield Towne Center). 1 block after mall turn right onto Alverser Drive. Go 1 long block until stop sign – turn left onto Old Buckingham Road. Look for Black Heath road (do not turn) –look for tall white gates & house number on front gate (12200).

ARRIVING FROM THE WEST ON 64 EAST

Take Parham Road exit – south. Continue on Parham Road a long way—cross the James River on Willey Bridge. Take exit to Huguenot Road (147) – stay in right lane & turn right onto Huguenot Road. After crossing railroad tracks at Robious Road (do not turn), turn right at 2nd stop light onto Alverser Drive. Go 1 short block to stop sign – turn right onto Old Buckingham Road. Look for Black Heath Road (do not turn) – look for tall white gates & house number on front gate (12200).

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President's Letter

The Prez Sez.....

It was a beautiful spring morning and all around, everywhere you looked, people were busy sweeping while the colors of bright orange cones spread across the parking lot of the government center in Verona. Rick Ebinger, Erik Boody and their loyal band of volunteers were busy setting up for the first autocross of the season as Weldon and I arrived on the scene.




Later that morning, thirty plus cars and their drivers took advantage of the five (yes, five) runs on a course designed to test driving skills and exercise Porsches awakening from their long winter's nap. Others took advantage of the beautiful weather and an opportunity to socialize with both old and new members of our club.

The government center is an incredible location for our autocross events. It offers plenty of room to exercise the cars, a raised observation deck that helps keep spectators out of harm's way and both a ladies and men's restroom! All this, complete with new signage, directing participants to the registration area, provides our club with a venue to run autocrosses that are fun but also in compliance with PCA's insurance guidelines.

This year Erik has requisitioned club members for a laptop computer from which he can run the timing and scoring equipment. He calculates that if attendance at our May autocross equals that of April's, the cost of the laptop could be offset by receipts from these first two autocrosses. If there are members who have connections that might help us secure this equipment, please let Erik or I know before our next meeting when final approval to purchase the laptop will be made.

I hope that you have all made final preparations to attend the 50th Porsche Parade in Hershey. National president, Tom Bobbit and his wife, Eleanor stopped by G & W last week on their way to Hershey to meet with Parade staff and finalize two-plus years of preparation for this event. The Historic Car Exhibition that Prescott Kelly has assembled will feature close to 100 significant racing and limited production performance-oriented Porsches. Shenandoah region's own, Matt Drendel has agreed to share many of the cars from his turbo Porsche collection, including the famous Donohue 917/30. This


(Continued on page 8)



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(Continued from page 19)

I really enjoyed the new configuration, and may even prefer it. The rain changed things again later that day and added new challenges as everyone searched for dry pavement.

The Shenandoah Region PCA was represented at the Zone 2 DE Event at VIR by Rick Ebinger in the 914 and Mel Brannan in the white 911 C-4.

Photo by Rick Ebinger

Most had a good time, and with Mel Brannan and I the only members I saw from

the region, we pitted together and had a nice weekend. Matthew Einstein showed up Saturday with his beautiful yellow GT3 on Friday evening to play the rest of the weekend.

The rains came Saturday and drove a lot of people crazy. After being released from the south course turn in to run the entire straight, many people had problems with the brake zones due to traction and a moist track. I like the rain due to the fact I am passed less; it is a great equalizer in the instructor class.

On Saturday evening we had a dinner in the auto gallery where there were about 25 different cars surrounding us for sale. There were old Porsches, 908's, a neat green 356, mint condition 914-6's, a nice G&W GT2 racer, some old open wheel cars, and even a VW double cab from the mid sixties. They were fun to look at and were perfect accessories to any dining room. I would have loved to have had six or seven of the cars. And no, my favorite wasn't the 914-6's... I liked the GT2 racer, although the Ferrari guys harassed me immensely that I didn't "need" such a car. Thanks Paul and Jim.

The weekend was huge, with parking tough to find where we normally go, and the event was well organized. The three-day weekend was long, and I always worry about breaking down the first day, but the car was fine, my student was very good, and everyone had an enjoyable weekend. Keep your eyes open for the grand course offering, it is well worth it and makes the event completely different.

Our next track event is Columbus day and then the G&W fall fling in October. If you want to go sooner, First Settlers will be putting on events in the summer and you can always go to www.virclub.com to check out the track and schedules.

See you at the track.....



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RPM 2004 Photo
by Bill Sanders

RPMsooner than you think!

Richmond Porsche Meet June 3, 4 & 5, 2005

by Alex Smith

My wonderful mother-in-law Joy S. Tupper (yes, I do have a good one!) tells me all through the year how much she enjoys R.P.M. Just last weekend she was inquiring about the upcoming details... (she and Weldon Scrogam are always in charge of weather).

This year we have even more to enjoy on Shenandoah's biggest weekend.

If you arrive early, on Friday we're simply having a good old "kick tires" session at Euroclassics from 7 – 8 pm. Mark Cooke has a boat load of inventory of old and new Porsches. Mark has even agreed to keep his wash bay open for any of you from out of town with bugs on your wind screen.

Saturday morning breaks early for Concours at the Smith residence. Now this is not Pebble Beach. Just, wash your car and show it, or, if you wish, enter the Concours and learn more about your car. Either way, this is a great time to park your Porsche with all the others to show, compare and swap stories.

At noon a delicious catered lunch is served in the Carrera Café. After lunch we'll stage a short "drive about" in the nearby countryside for those who like seeing colorful Porsches all in a line. At about 3:00 or so a tech session is scheduled at Euroclassics. For those of you not feeling so technical,

(Continued on page 8)

(Continued from page 5)

alone would be well worth the drive to Hershey.

Speaking of hard work and dedication, Alex and Gail Smith are once again burning the midnight oil in preparation for our ninth annual Richmond Porsche Meet (RPM) scheduled for the weekend of June 3 – 5. Every year this event just keeps getting bigger and better, thanks to the Smith family and the generous support of individual sponsors (Mrs. Joy Tupper, Susie Audibert) and businesses that support our club throughout the year. Many of these whose name you see each month in the *Heat Exchanger* will be on hand at RPM. I invite you to take advantage of the opportunity to meet them and learn more about the products and services they offer.

Well, they say time flies when you are having fun. What a fast, furious and fun four months 2005 has been for our club. I look forward to seeing you at one of the many events our club has scheduled for May.

Regards,
Phyllis

(Continued from page 7)

Larry Emmons of Coachworks will help us with information about cleaning and waxing our Porsches.

That evening, refreshments will start at 5:30 followed by dinner at 6:30 pm and awards soon after.

Don't stay out too late; an unusual 1/3 mile banked oval with infield is our autocross layout Sunday morning. You don't have to be a champ or a pro... give it a try and learn something new. Fun is our goal at R.P.M.



RPM organizer, Alex Smith still finds time to participate in the autocross at Southside Speedway. Photo by Bill Sanders

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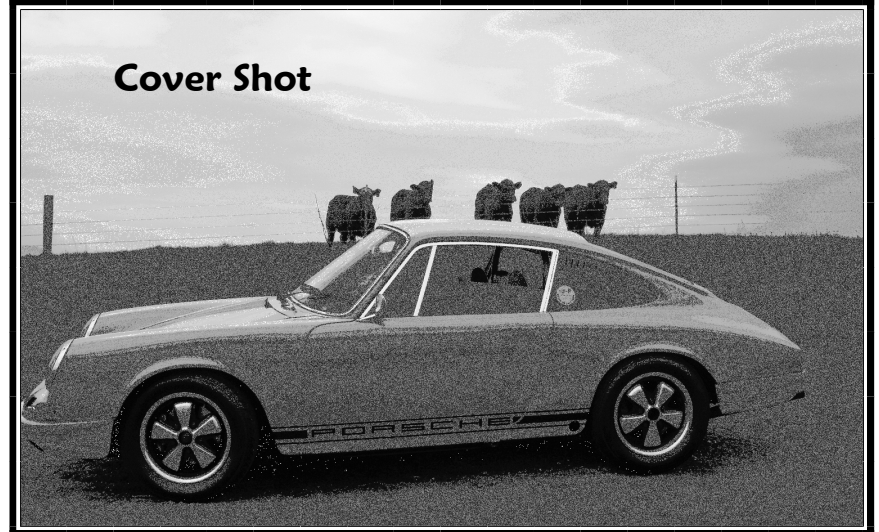
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Cover Shot

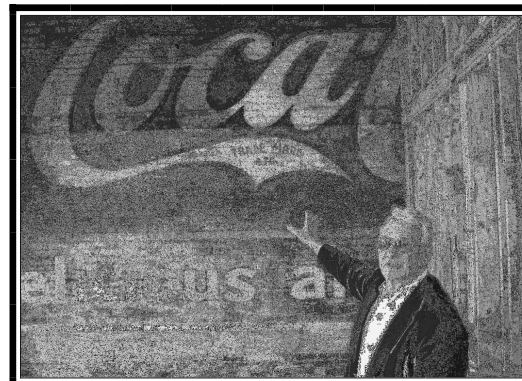


A herd of curious Heifers checks out a curious car....a 1967 911 R, recently spotted at the G and W Cool Cars "Museum." There were only 20 of these cars ever made, and this one was actually stolen. It spent most of its life hidden in a barn somewhere. It only has 7200+ miles on it.

Speaking of the G and W Cool Cars "Museum, Phyllis and Weldon Scrogam have purchased and are renovating a building in Historic downtown Staunton. They will relocate there sometime early next year. They envision a showroom and office on the first floor where they will showcase and document some of their incredible collection of Porsches and Porsche memorabilia. Upstairs will be a private office where Phyllis and Weldon will be able to work unfettered. To keep their "dealership" status, they must be open to the public at least 20 hours per week. Otherwise, there's will be an

appointment-only business. And regrettably, no mechanic's shop is planned.

In the photo at the left, Weldon Scrogam points to a recently-discovered classic Coca Cola sign on one of the walls where the atrium will be located.



Photos by Phil Audibert

Brian Redman's

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Zone "2" much fun at VIR

By Rick Ebinger



Photo by Rick Ebinger

The Zone 2 event this year was different from all of the years prior, and that was obvious the first day. We normally run the full course, and that is what I have run every time I've gone the past few years; the comfort level was there, you knew where to turn in, you knew where to pound the brakes, you knew what to expect.

All bets were off this time because we got to run the Grand course, east. For those of you who do not know, this configuration includes most of the full course, with a turn in on the middle of the south course straight, using the connection roads down the cork screw and across to the climbing road of the north course connection back to the top of the roller coaster and then back into the full course again. This loop was very challenging, with 30 plus turns and a 4.1 mile track.

I knew I loved the south course run down the corkscrew and the north course connection road, but I wasn't sure how they would connect. The answer was "very well." The inner part of the course really tossed you around and challenged you. You had to attack it like an autocross and if you didn't you would pay. The first run session in the Black instructor's group had me watching the first cars go under yellow as they slid off the track in that spot the very first lap. And it was instructor level driving!

“The first run session in the Black instructor's group had me watching the cars go under yellow as they slid off the track in that spot the very first lap. And it was instructor level driving!”

(Continued on page 23)

What an ugly sight.

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A 1959 model 356 four-cam Carrera basks in its brand new coat of paint at G and W Motorwerkes in Waynesboro. It's a fitting photo for the story below. Photo by Phil Audibert

“A story to tell.....”

by Andrew Chisholm, First Settler's Region PCA

June 6, 1971 – Ace USAF fighter pilot Carl Young was on the phone, calling long distance from Hampton, VA. Carl: “Hey, you want to go to Danville for a Carolinas Region PCA hill climb?” Me: “Sounds good to me, where are the hills?” Carl: “at a road racing track near Danville.” Me: “They have a racetrack in Danville?” Carl: “Here’s the plan. I will call any interested First Settler I can find, and we will all meet on route 58 and drive to Danville together. There may be some guys who will meet us there from Richmond and Waynesboro. Be there.”

We launched early Sunday morning with Carl in the lead, '67 Cadillac flat towing a '59 Porsche 356. Doug Dexheimer was next in his '69 911T and I brought up the rear in my '69 912. We were cool, we were Porsche drivers and we had ourselves a convoy!

When we finally found the track, we entered to find a total of about

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April 17th autocross results.....

	Name	Class	Car	Time	Pts
1	Mark Scafidi	Late '95-'05	'04 GT3	42.753	3
2	Fritz Flynn	other	'93 RX7	43.248	
3	Rick Ebinger	Early-'79	'74 914	43.414	3
4	Mathew Einstein	Late '95-'05	'04 GT3	43.525	2
5	Erik Boody	Early- '79	'73 911 T	43.860	2
6	Michael Moore	other	'92 Miata	44.410	
7	Chess Earman	944	'86 944 Turbo	44.668	3
8	Rick Kiser	Late '95-'05	'98 993 S	44.905	1
9	Phil Audibert	Boxster	'99 Boxster	45.015	3
10	Greg Schaffer	other	'03 M3 BMW	45.266	
11	Chess Earman	Mid '80-'94	'85 911	45.435	3
12	Howie Dunbrack	944	'86 944 Turbo	45.873	2
13	Andy Turner	Mid '80-'94	'85 911	46.379	2
14	Stephen Garstang	other	'73 2002 BMW	46.673	
15	Dave Jahn	other	350Z	46.989	
16	Steve Bomeli	Early—'79	'74 914	47.900	
17	WM Royer	other	'03 Tiburon	47.995	
18	Andy Mohn	other	'94 Jetta	48.241	
19	Howie Dunbrack	other	'03 Mini	48.311	
20	Stephen Grove	other	'85 Golf GTI	48.488	
21	Aaron Grahm	other	'98 BMW	48.684	
22	Chess Earman	other	'03 Mini	48.868	
23	Paul Hansen	other	'90 Miata	49.255	
24	Robert Tobey	Late '95-'05	'03 996 C2	49.391	
25	Steve Mohn	other	'91 Volvo	50.381	

More autocross pix.....



Howie Dunbrack has a senior moment and goes off course in his 944 at the April 17 Autocross in Verona. Photo by Phil Audibert

Photo Album....Chad's Tour to the National Radio Astronomy Observatory, April 10

Photos by Chad and Darrell Hurst



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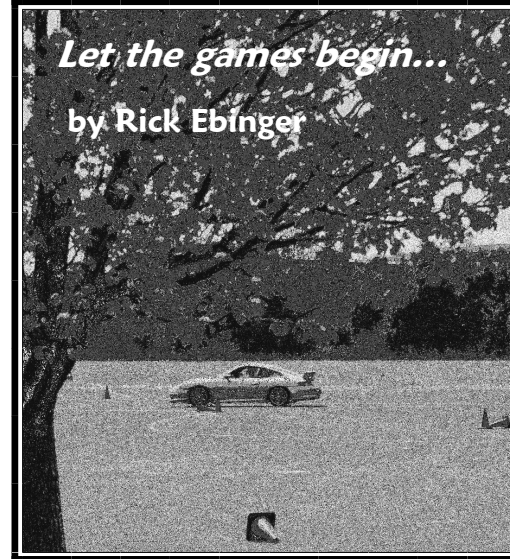
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Let the games begin...

by Rick Ebinger



Fastest Time of the Day (FTD) was recorded by Mark Scafidi in his 2004 GT3, seen here headed for the Chicago Box.

Photo by Phil Audibert

Our first autocross April 17th had 29 different entrants.

The day was clear and the lot was in good shape. We had a technical course that allowed us to get in five runs before 3 PM.

We had a strong showing of Porsches from 1973 to 2004, and two dueling GT3's showing us how it was done. For the first event of the year, everyone came out strong. With only a 13 second difference between top time and the 29th position, we were looking good. The course was a little tight, and we will be opening it up in May by going back to the X design. April's was a different course we had not

run before. Mark Scafidi picked up where he left off last year with a smooth and quick performance with his GT3. Fritz Flynn also did well with his extremely yellow RX-7 racer and we had the Harrisonburg gang show up with a Mini to run.

There even was a Weldon sighting on Sunday, and he brought the good weather too. I am considering combining the Boxster and 944 class due to the amount of cars in each; more on this later. Thanks to all of the workers and supporters for their help and participation.

Autocross results, cont'd.....

Name	Class	Car	Time	Pts
26 WM Royer	other	'03 Mini	52.352	
27 Diane Earman	ladies	'86 944 Turbo	52.362	3
28 Dave Contini	other	'85 BMW 745	53.818	
29 Bryce Schlabach	other	'74 TR6	55.393	

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30 Porsches gathered for the event. What a neat experience to see so many Porsches in one place!

Weldon Scrogam of Waynesboro was there and had a '58 356 GT Speedster with alloy body panels and custom paintwork. I met Weldon the previous year at one of my first PCA events and was impressed with the fact that the guy who was so knowledgeable, and who had the neatest Porsche, was also so friendly and approachable. As my PCA life progressed, I found that this situation was commonplace at Porsche events. We also saw Richmond drivers Bill Whitehead and Brad Peasley, both of whom we knew from the Pungo "Road Course" autocross scene in Virginia Beach. Bill and Brad were the acknowledged fast guys; we knew to watch them and we could not go wrong.

There were mostly 911 and 912 Porsches attending and we were interested to see a new 911E with Porsche's new big bore 2.2 liter engine. It had fuel injection and we understood that only the dealer could work on

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it. It even had spark plugs made of platinum. Most of us were glad to have those simple, easy-to-work-on carburetors.

During the drivers meeting, the fellow in charge explained that we would do a hill climb running backwards from turn 17 to turn 14. This was basically from "pit in" back up through "hog pen" to the top of the hill "roller coaster" area. He warned us to not go off course on the way up, as it would be difficult getting your Porsche out of the cornfield. Timing would be by using Army style radios, with "3 - 2 -1 Go" to start the timer (stopwatch) located at the top of the hill. We were also warned that we could "air it out" down the straight, but be careful at the end as there was a hairpin turn (Oak Tree) and no one had swept the acorns and leaves from the course. No sweat, I thought, I have the new Semperit radial tires with full "dog bone" tread depth.

"I remember the place as very wooded and as I rounded "Oak Tree", I thought that this was a really great road. Wonder where it goes?"

After a few practice runs up the hill, Brad Peasley decided that some of us needed some instruction in the fine art of motor sport. Brad set up an impromptu chalk talk to show us the proper driving "line" on the course to help us go faster and be safe. I had been up the hill a couple of times and I had not seen any "line" and felt I was pretty observant. I didn't want to embarrass Brad, so I didn't say anything. It would be not too much down the road in my motor sports life that I would realize that Brad Peasley knew his stuff. Later, when he traded his 912 for a 911S, he was blindingly fast.

Carl Young (now of Las Vegas) reported that this was his first win in his 356. I know that I did not win anything as Brad also had a 912 at that time. Weldon was also very fast in the Speedster. We discussed after the event the speed of the 356, and at the old age of 13 years, it was faster than some of the new Porsches. 13 years old? How long do these Porsches last, anyway?

This has to be the first attack of the First Settlers on VIR. I remember the place as very wooded and as I rounded "Oak Tree", I thought that this was a really great road. Wonder where it goes? It goes back to the front straight and driving it was great fun.

Current day track guys, keep in mind as you do your exit of the "Oak Tree" turn and launch onto the straightaway, that only 34 years prior, some of your fellow First Settlers were coming the other way! Having said that, I hereby claim to be the only active First Settler to run in competition at VIR in June, 1971. Backwards. On purpose.

Heat Exchanger adds another four pages this month. Check out our newest Advertisers: Shane's Auto Detailing, Mid Atlantic Motorwerkes and Victory by Design!