

HEAT EXCHANGER

porsche club of america, shenandoah region



MAY 2008

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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 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 rebecca@girlwerk.com, prior to the 20th 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, \$60/month-full page interior (7-1/4" high by 4-1/2" wide), \$36/month-half page (3-3/4" high by 4-1/2" wide), \$24/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, except the inside covers, are in black and white and must be sent in a reproducible format such as a Adobe PDF, JPEG or TIFF file. Send all ads and inquiries to the ADVERTISING MANAGER, Johnny Johnson at Johnny@aceautosports.com, or call 434-981-0524.

Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 20th of the month prior to publication. These classifieds are free of charge for Shenandoah Region PCA members and all Das Market ads will be purged after running. Das Market Ads also run for free in the web site's new Mart page. Send optional photos and copy by e-mail link to the webmaster at <http://shn.pca.org/mart.htm>. All others who want to run a classified ad in Das Market will be charged \$1.00/line.

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Cover: Porsche 910 captured at RennSport III in the paddock.

photo by Mark Stubbs

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from the **EDITORS**
rebecca morgan & mark stubbs

GREETINGS! Before we mention this reformatted Heat Exchanger let us first thank Phil Audibert for his six years of tireless volunteer effort on behalf of our region as the newsletter editor. While we think he might be a touch crazed for being able to do this job that long we are also amazed and grateful. Phil has a wonderful outlook and brought that to the newsletter month after month for our enjoyment. We merely waited by the mailbox and Phil did all the dirty work. He went to all the events, captured them on film, gently reminded contributors, wrote articles, laid out the newsletter....basically the works. **GULP!**

We are attempting to fill big shoes with this, our first of hopefully many issues. Along with the obvious new layout you'll see some new features this month with more to come as the months unfold. While you've heard it before we'll say it again....this truly is YOUR newsletter. If you have been somewhere Porsche fantastic or read, driven or experienced something Porsche related we coerce and cajole you to please share it with your region! Comments, suggestions, obscene gestures....all are welcome! We all come from different walks of life, have different politics, world views, life experiences and more.....but we also all share a common bond that is the Porsche marque. Don't keep your wonderful Porscheness to yourself....you have a captive and interested audience in all of us. We look forward to hearing from you.

Hopefully the incredible rains we experienced in April have now made way for beautiful blue skies and warm weather. Perfect driving weather! Let's all try to shirk our daily responsibilities now and then (even if just for a few minutes) while the weather is fine and go out and have a giggle in our beautiful cars. Life is short, enjoy it all.

Rebecca & Mark

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from the **PRESIDENT**
herb distefano

This issue of the Heat Exchanger is the first for new editor Rebecca Morgan (assisted by husband Mark Stubbs). One significant change you no doubt have noticed is the larger format she has selected. Of course, as I write this I have not seen the issue but expect it to be truly memorable. GO REBECCA!

The spring driving tour on April 19th took us through Hanover County with stops at Scotchtown and Hanover Tavern and concluded with a delightful lunch at Michelle's Restaurant at Hanover Tavern. The organizers, Bob and Joan Duntley, put together a very nice event including a couple of surprise U-turns to make sure all were alert – THANKS to you both for a wonderful time.

Shenandoah Region under the leadership of Alex Smith will host the annual Richmond Porsche Meet (RPM) on Saturday June 14 and Sunday June 15. Alex has secured a new and picturesque location on the James River for the concours and lunch activities on Saturday. As usual, the weekend event includes a concours, lunch, driving tour, tech session and a banquet on Saturday followed by an autocross at Southside Speedway on Sunday. We need some more volunteers to work at the concours site on Saturday morning and could use a few more advance notice volunteers at the autocross on Sunday.

For those of you with the time and inclination to help, please contact Alex or me for Saturday and Erik Boody or me for Sunday. Our contact information is in this newsletter. THANKS.



Cheers, Herb

RPM RICHMOND PORSCHE MEET



Shenandoah Region's 12th annual RPM JUNE 14-15, 2008

Plan to bring your family, your Porsche and yourself for a good, old-fashioned weekend with Porsche friends. The Sheraton Park South Hotel 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 beautiful river home of Howard & Leanne Faunce, 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 catered lunch under the big tent. The afternoon is free, with an optional fun rally in the countryside with other Porsche owners or join the folks at Euroclasics Porsche as they host an afternoon tech session. Later that evening participants will gather at the Martin's Grant Club House for dinner and awards presentation.

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.

Check our website for specific directions shn.pca.org

Concours: New Location!
Home of Dr. & Mrs. Howard Faunce
6521 Westham Station Road
Richmond, Virginia 23229

Headquarters: New Location!
Sheraton Park South Hotel
9901 Midlothian Turnpike
Richmond, VA 23235
(804) 521-2208

WISH YOU WERE HERE! The Spring Driving Tour led by Bob & Joan Huntley was a delightful afternoon of Virginia history, good eats, Porsche friends and wonderful country roads. Please join us next time!



MAY/JUNE 2008 CALENDAR OF EVENTS

					1	2	3
4	5	6	7	8	9	10	
10am Autocross							
11	12	13	14	15	16	17	
18	19	20	21	22	23	24	
		Heat Exchanger submission deadline					
25	26	27	28	29	30	31	

MAY AUTOCROSS

Saturday, May 4 @ 10am
Augusta Government
Center in Verona, VA
see website for details

RPM

June 14-15
Saturday Concours & Lunch,
Rally, Tech Session, Dinner
Sunday Autocross
see website for details

1	2	3	4	5	6	7
					Gold Cup Historic Races @ VIR	Gold Cup Historic Races @ VIR
8	9	10	11	12	13	14
Gold Cup Historic Races @ VIR						RPM (Richmond Porsche Meet)
15	16	17	18	19	20	21
RPM (Richmond Porsche Meet)					Heat Exchanger submission deadline	
22	23	24	25	26	27	28
29	30					
Porsche Parade 2008 Charlotte, North Carolina	Porsche Parade 2008 Charlotte, North Carolina					

PORSCHE PARADE

June 29-July 3
Charlotte, NC
see PCA national website
for details

2008 AT-A-GLANCE

a quick look at events in 2008

- MAY**
4 **Autocross** - Augusta Gov. Center - Verona
- JUNE**
6-8 Gold Cup Historic Races - VIR
14-15 **RPM (Richmond Porsche Meet)** Concours, catered lunch, tech session, driving tour, awards banquet, autocross all in one superbly organized weekend. Our signature event!
29-30 Porsche Parade 2008 - Charlotte, NC
- JULY**
1-3 Porsche Parade 2008 - Charlotte, NC
13 **Car Control Clinic** - Augusta Gov. Center - Verona
- AUGUST**
8-10 Zone 2 PCA Club Race - VIR
23 **Shenandoah Region's Birthday Party** - Herb Distefano's house on Lake Anna
24 **Autocross** - Augusta Gov. Center - Verona
- SEPTEMBER**
4-7 PCA East Coast Holiday - Lancaster, PA
14-19 The Carolina Trophy Rally - Lake Lure, NC
21 **Autocross** - Augusta Gov. Center - Verona
- OCTOBER**
10 **Shenandoah Region/Euroclassics Porsche Drivers Education Event** - VIR
18-19 Synergy Racing's Fall Fling - VIR
21 **Social/Business Dinner** - Staunton
- NOVEMBER**
9 **Annual Audibert Fall Foliage Tour** - Blue Ridge Parkway from Gordonsville to Sperryville
- DECEMBER**
7 **Annual Holiday Party** - Michie Tavern, Charlottesville

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VINTAGE CORNER *Porsche 914-6 IMSA Challenge*

by Harry Kennison

Back in the early 70's a new racing series was created in the U. S. for sports cars who up until then had limited opportunity to run in the World Endurance Championship that only made a few stops in the United States at Daytona, Sebring and Watkins Glen. Created by John Bishop, it was called IMSA (International Motor Sports Association). From the beginning, the IMSA GT series provided a battleground for European and Japanese manufacturers to pit their light-weight, high-performance, racers against the American muscle of Corvettes, Camaros and Mustangs.

In fact, the very first IMSA GT race was held back in 1971 right here in Virginia at Virginia International Raceway (VIR). And the very first car to make it to victory lane was none other than a Porsche 914-6 driven by a couple of relative unknowns at the time, Peter Gregg and Hurley Haywood. An interesting fact, according to Nick England, who's articles appear on the IMSA Blog website, <http://alex62.typepad.com/imsablog>, was that Hurley Haywood was actually in the U. S. Army at the time, and got a pass to participate in that first IMSA race! Although there was a big block 7-liter Corvette on the pole, it needed twice as many stops for fuel as the slick little 914-6. With just a few laps to go the Corvette was closing on the Porsche, but went off the road giving the win to Gregg and Haywood. Hurley

retired from racing following this year's Rolex 24-Hours of Daytona after nearly 40 years as one of the premier road racers in the world. (See next month's Heat Exchanger for coverage of this year's Rolex GT race at VIR).

The 914-6 would continue to be a prominent factor in the IMSA GT series, winning the GTU championship for sports cars under 2 liters in 1977 in the capable hands of Walt Mass, a long-time Porsche pilot.

Photos:

Above: Walt Mass takes his 914-6 to a second place finish in the GTU (under 2-liter) category behind Sam Posey in a Datsun 260Z at the 1977 Mid-Ohio round of the IMSA GT championship. Mass would go on to become the GTU champion for 1977.

Below: John Hullen has his 914-6 mirrors full of two of the fastest drivers in the series, Al Holbert in the blue # 14 Porsche Carrera and Peter Gregg in his familiar red, white and blue #59 Carrera, during the 1975 IMSA GT race at Mid-Ohio. Holbert would go on to win the race besting the BMW of Sam Posey.





MEMBER MOMENT

Herb Distefano

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

I am 73 years old and this year Rick and Erik allow me to use car number 73 on the occasions when I autocross. I am mostly retired from 29 years as a U.S. Army officer followed by 16 years as owner/operator of Dukes Creek Marina at Lake Anna but I still have a small business selling boat lifts from my home at Lake Anna.

What was your first car?

My first car without parental assistance was a 1957 283cid V8 Chevy BelAire Convertible bought pre-owned in North Carolina in late 1958 or early 1959 when I was stationed at Fort Bragg. It was black with a red/silver interior and a white top, had twin exhausts with glass packed mufflers and was a great car - could be worth \$100,000 or more now.

What was your first Porsche? Current Porsche? Any modifications?

My first Porsche was a 1968 911L Targa that I bought in Germany in 1975 during my second 3-year army tour there. Currently I own a 2005 997 Carrera

Coupe, a 2004 Cayenne S SUV and a 1991 964 Carrera 2 Cabriolet (also a 1960 Porsche Diesel Tractor, Model 108 Junior). I have applied no modifications because I could never improve on the work of the best automotive engineers in the world.

What is your earliest Porsche memory?

Riding with the owner of the Porsche Dealership in Augsburg Germany in 1965 in a Cabriolet on the autobahn at at over 180 kmph (112 mph) when he without warning put both hands in the air and sat on the brakes to demonstrate the superior braking.

What is your dream Porsche and why?

My dream Porsche is a 2008 997 Carrera S Cabriolet, white with red interior and top because I love convertibles and at my age my track time is about over so I don't need to worry about roll-over protection. My dream may change to a Panamera when they come out in 2009 or 2010.

What is your favorite Porsche-related activity?

Thanks to Alex Smith my favorite Porsche-related activity is attending the

Shenandoah Region annual Richmond Porsche Meet (RPM) including a concours, lunch, a driving tour, a tech session, a banquet and an autocross - what's not to like?

What is your all-time favorite Porsche and why?

My all-time favorite Porsche was my 1968 911L Targa because owning/driving it at that point in my life on German country roads and the autobahn produced an absolute adrenaline high and made me a Porsche fan for life.

What is your favorite driving song?

My favorite driving song is a Richard Clayderman piano instrumental of Lara's Theme (Doctor Zhivago).

What non-Porsche activities do you enjoy?

Non-Porsche activities I enjoy are boating, water skiing, reading, watching sporting events, touring on scenic country roads and gathering in small social groups with family members and/or friends.



herb's beautiful collection out on a sunny day

TREASURER'S REPORT

gay jewett

Balance as of 3/26/08: \$6,527.19

Date	Category	Income	Expense
4/14/08	RPM 2008 sponsors-Tupper; Radio Comm.	1,500.00	
4/17/08	HE-print April		386.60
4/17/08	HE-mail April		109.94
4/17/08	RIR expenses paid to Rick		290.01
4/22/08	HE-Ad- J. Elmore	144.00	
Totals		1,644.00	786.55

Balance as of 4/26/08: \$7,384.64

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.

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MEMBERSHIP REPORT

rebecca morgan

Shenandoah Region has 203 Primary Members

WELCOME NEW MEMBERS!

The following people have recently joined our region. Please welcome them to the club!

William Krebs, Jr & Christopher Krebs
Keswick, VA
1979 911

Douglas & Marjorie Miller
Ruckersville, VA
1989 944

Howard & Lianne Faunce
Richmond, VA
1990 928 & 1994 911

Jack & Charlotte Woodfin
Richmond, VA
2001 911

*Welcome to the Shenandoah Region!
We look forward to meeting each of you
in person at a future event.*

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.

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Last month I warned you that this month's Tech Tactics would cover paint care, so here goes. Washing is the most common thing we do to care for our paint. Done right, you'll preserve the factory finish, keeping it looking new for decades. Done wrong, you'll quickly have a dull car covered in swirl marks. Rule #1: wash your car by hand with a large bucket, soap made for automotive washing, and a soft cotton or microfiber towel. Avoid the lure of the automatic car washes. The high pressure water batters the seals around the windows and doors, and the detergents are so strong they'll wash the wax right off your car. Similarly, washing at home with dish soap will also strip your wax. A proper car wash soap won't get as sudsy as dish soap, but don't worry, it's working just fine. Rule #2: Spray off any visible dirt, then wash with the cloth from the cleanest areas to the dirtiest. When you wash, don't scrub in circles. Move the cloth gently in straight lines, parallel with the longest lines of the car. Rinse the cloth frequently in your bucket. Swirl marks often come from washes where the cloth is not rinsed enough, and the dirt is scrubbed into the paint in a circular pattern. By moving in straight lines, surfaces are touched once, and dirt is taken straight off the panel. As well, any fine lines created are only visible from certain angles, whereas circular swirls have some visibility from any angle.

Once your car is clean and dry, you're ready for the real fun to begin. For a car that sees any significant mileage, you'll need to do some deep care for the paint at least once, if not twice (or more)

per year. After washing and drying, the first thing I like to do is go over the car with a clay bar. It's unbelievable what a difference this step makes. The clay, without any abrasives or solvents, removes stubborn bugs, tar, and road debris, and also lifts fine contaminants out of the paint or the clearcoat. The result is a finish that's super smooth. Most of the clay kits come with a bottle of mist-and-wipe detailing spray to be used as a lubricant with the clay. Use plenty of this, don't overdo the pressure on the clay, and wipe up the excess detailing mist as you go. The results amazed me so much that after claying my car, I asked my wife to run her hand over the fender. "It's smoother than my skin," was her reply...I almost ended up sleeping in the garage following that mistake!

Now that the car is clean and free of all foreign debris, it's time for wax. The variety of products available is mind boggling, and of course, each one claims superiority over the others in their advertisements. Fortunately, the quality of any wax product these days is high enough that nothing will leave you with a paint disaster. If you make the wrong pick, the results simply won't be as high as you expected. To get it right, first consider what you want, and keep in mind that any choice will have its compromises. Here are some questions to ask: Is your car a daily driver or a show piece? How long do you expect a wax job to last? What's the condition of the paint right now? What are the worst conditions that the wax needs to endure?

Different waxes offer different benefits.

To begin, waxes fall into two main groups: natural carnauba waxes and synthetics. The advantage of synthetics is durability. They are engineered to bond with your paint, making them harder to remove from the paint, extending the duration of their



protection. The natural products, on the other hand, offer an unmatched depth and shine but won't last as long and can't handle much in terms of harsh weather. Either type can be found in one-step cleaner waxes or multi stage polish and wax combinations. Cleaner waxes offer polishing and waxing in one quick step. They're great for daily drivers that you want looking good, but that don't have to be perfect. These products will remove most light scratches, but they won't get it all. For a perfect, better-than-new finish, a multi-step product with a paint polish/cleaner followed by a pure wax designed to complement the polish is necessary. P21S and Zymol both offer fine products if you are going this route. Along with greater gloss and depth of shine, these products are also less likely to leave a white residue on any plastic surfaces if you accidentally go onto the plastic trim. No matter what you choose, allow yourself plenty of time and follow the manufacturer's directions. Wax one section of your car at a time, and have plenty of clean, dry towels on hand for the removal. When the final rub-down is finished, it's inevitable that some excess wax has made it into the seams here and there. I like to use a flat wooden toothpick to get these last little bits. For the finest and softest point, break the toothpick off at the end and soften it a bit against your finger. This should do the trick around the locks, door handles, and weather strips. Next month, I'll get into the dirty stuff: wheels and engines.

Happy driving and wrenching!



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The Book Exchanger will be a regular feature of the new Heat Exchanger format. Each month a new publication will be reviewed by myself or guest reviewers. Please feel free to let your thoughts on the column be known as we certainly want to please our readers. If you have a work you would like reviewed or if you would be interested in writing a review and submitting it, please definitely do so. We welcome all comers. Please limit reviews to published items, books magazines and I guess we would be remiss if we did not include Porsche focused online "publications".

Book of the Porsche 356

By Brian Long

Veloce Publishing

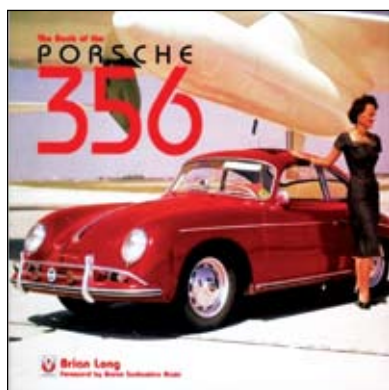
ISBN-13: 978-1-84584-035-8

Brian Long is a very accomplished member of the motoring press. **Book of the Porsche 356** is a new release of the title originally published in 1996. This is not simply a re issue. It is extensively revised and substantially expanded.

I am certainly not an authority on the 356. But I have always been a fan and though never having owned this model certainly followed with interest the development and the rise in value they have experienced over the past decade. They are lovely cars and lets face it, the original design that is really still alive in the latest sports cars from Porsche.

Honestly though, I'm a six cylinder Porsche kind of guy. I guess what I'm saying is that reviewing a book on the 356 is not what I thought my first effort for this publication would be. I just couldn't help myself.

When I first looked at this nice hardcover volume the package design really caught my eye. Having restored a few European cars and motorcycles has firmly engrained an appreciation for thorough research and a love of documented history. One of the hardest things to document on a



fifty year old vehicle is what was correct and when it came along. Porsche as a manufacturer has constantly made running production changes to the product. This kind of thing can be as subtle as a relocated clutch cable retainer or as obvious as new hood chrome. This book documents the timeline very well. Long has collected a really impressive 242 photos (145 in color) for this volume. He apologizes for the quality of some but justifies including them for the historic value and I agree completely. There are numerous factory photos as well as lots of period sales material and racing art from the entire life of the 356. This is not just a coffee table book to be browsed through with the flat screen on. The author is quite thorough about taking us through the entire run of the 356 from it's inception to the final 356C. He documents the race machines along the way and speaks to the affects developing sales markets had on development of both the 356 and the Porsche company. And there are photos of the Porsche family I had never seen before.

As any 356 fan knows there are hundreds of different iterations of these cars over its production life and the author does a valiant job of covering them with photos and descriptions. He even shows the overlap with the 911. There is a whole chapter on modern reproductions of the 356 and they are listed and rated by company so those of us who cannot afford the real thing or just want the look but not the patina can be aware of the various quality levels and pitfalls.

There are appendixes that cover running changes on the engines, year by year detail changes, chassis numbers as well as the aforementioned replicas. The art work in the book is wonderful and a pleasure to just browse through. I smile every time I pick it up. It gets my top five star rating!

Hollywood really doesn't provide us Porschefiles with a regular focus on the object of our obsession. We have had film references to a U Boat captain and the animated 996, the occasional unauthorized exit from a Long Beach dealership and the car of choice to arrive in at Lemans...and these tinsel town teasers are spread over 30 years!

So now we have a feature length film that focuses entirely on Porsches! Andre Schafer has produced 94 minutes dedicated to our marque and it is available on DVD.



100 Porsches and Me, is Andre Schafer's quest for a "grass green" 911 that he glimpsed and became smitten with to the point of obsession. He and his film crew travel the world learning (painfully at some points) about Porsches and Porsche owners via interviews. His interviews with a vastly diverse selection of enthusiasts give us a glimpse inside the lives of collectors, restorers and the freshly initiated. Along the way, Schafer receives an enviable education from the gamut of encounters he managed to experience and generously record for our edification. I found myself both cringing and laughing as the tale unfolded. Very entertaining, I'd give it three stars.

Not really Oscar material, I think every Porsche owner would enjoy having this DVD on the shelf for viewing on those rainy cold days when spirits need a lift!

When ordering, be sure to specify North American format. Florianfilm GMBH, www.100porschesandme.com.

SEPTEMBER MEANS MORE PORSCHE IN THE CAROLINA MOUNTAINS

by Paul Misencik, Metrolina Area PCA

For the past four years now, I've been organizing and running an event every September called "The Carolina Trophy," which is a five-day, European-style vintage motorcar road rally in the spirit of the Mille Miglia and Rallye des Alpes. The event is based out of Lake Lure, North Carolina and covers 1000km over five days on some of the most sinewy and serpentine roads anywhere. As a loyal Porsche owner and enthusiast, it warms my heart that the best-represented marque every year is Porsche, and 2008 appears to be no exception! Although registration is still in its early stages, we already have a four-cam 356 Carrera GS entered, a stunning 911SC RS rally replica (in Rothman's livery), two 1955 Speedsters, three 356 coupes, and two early 911's. In addition, we have vintage Ferraris, Jaguars, Aston Martins, Austin-Healeys, and Alpine-Renaults coming from all over the United States, Canada, and even abroad! By the time the field is set, I feel certain we'll have everything from thundering Corvettes to snarling MG's taking the starting line.

Although the Carolina Trophy is technically a "competitive" event,

every stage takes place on open public roadways at legal speeds. Each car is piloted by a driver and a navigator, and the rally is timed and scored using a combination of TSD stages and regularity legs, with ample transition stages mixed in to make ensure teams have plenty of time to relax and enjoy the roads and scenery. Some of our entrants take the competitive side of the rally very seriously indeed, while others don't

If you love cars, I urge you to come out and experience the 2008 running of The Premier Financial Services Carolina Trophy, which takes place September 14-19, 2008. All vehicles built in 1980 or earlier are eligible to compete, with a "special interest" class available to cars of particular interest built later than that date. We also love to have spectators, we always need volunteers, and unique and affordable sponsorship opportunities



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compete and merely enjoy the routes at whatever pace they choose. Regardless, the event is set up to make sure the spirit of adventure, camaraderie, and gentlemanly competition is accessible to every entrant.

Virtually all-inclusive, the Carolina Trophy is set in gracious accommodations and includes meals, beverages and many cocktails, with social events from start to finish that make up a significant portion of the event's appeal. By day, entrants are charging through the mountains and competing against the clock, but lunches and evenings are invariably chances for teams to connect with on another, relive the adventure of the day, and tell fish stories about cars and other topics with a group of passionate, like-minded enthusiasts.

exist for forward-thinking companies, so come on out and enjoy the action!

Complete details can be found at www.carolinatrophy.com, or call (704) 351 2087 and ask for Paul! See you in September!

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For sale: 1960 Porsche Tractor, Model 108 Junior, 15hp, one-cylinder air-cooled diesel, fully operational, \$6450. Contact Herb Distefano, (804) 448-3448, herbd911@comcast.net.

For sale: 2005 997 Carrera Coupe, artic silver metallic/black, sun roof, bi-xenon lights, always garaged, 16,000 miles by elderly gentleman, very well cared for \$61,500 – want to buy new cabriolet. Contact Herb Distefano, (804) 448-3448, herbd911@comcast.net.

For sale: 1970 911T Coupe, three-owner car. 115,000 original miles, 2.2 liter engine with zenith carbs, Glasurit Irish Green. Lots of new seals, new H4 headlights, new horn grills, new Euro turn signal lenses front and rear, new rear chrome bumperettes, Recaro SE seats, Momo Prototipo steering

wheel, RS door panels, RS carpet kit, tach and speedo restored by Hollywood Speedo, SSi stainlees heat exchangers, new fuel pump, rebuilt front calipers, new brake pads, new clutch, throwout bearing, pressure plate, flywheel and clutch cable, rebuilt carbs, turbo lower valve covers, new batteries, plug wires, dizzy cap, air filter. Four speed transmission. Many more details on the club web site. Asking \$25,000. Contact Allan Johnson at allans356@hotmail.com .

For sale: 1988 924S with 924 turbo Carrera bodywork (nose, fenders, hood, scoop, air dam). Car is set up for PCA driver's schools. Has Koni's, tower brace, 4-way belts, extinguisher, roll bar, Porterfield brake pads, Mikuni carbs and Electromotive ignition systems making it tuneable to the heart's content. New Yokohama rubber.

Car is stored in Orange County. \$5000 Hugh Heishman 703-631-1070.

For sale: Roll bar (removed from '63 356 sunroof coupe). Bolt in design, black, looks like one OG Racing makes for 911's. Like new condition. \$250. Call Johnny at 434-981-0524.

Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 20th of the month prior to publication. These classifieds are free of charge for Shenandoah Region PCA members and all Das Market ads will run for two issues unless otherwise notified. Das Market Ads also run for free on the web site's 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.



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SCENES FROM AN AUTOCROSS

Our 3rd Annual Spring Autocross at RIR sponsored by Euroclassics. Chilly temps were no match for nearly 30 enthusiasts who braved the NASCAR oval and infield. From Porsches to Audis to Mustangs.....the hot shoes were out in force!



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UPCOMING EVENTS AT A GLANCE

JUNE

- 6-8 Gold Cup Historic Races - VIR
14-15 **RPM (Richmond Porsche Meet)** Concours, catered lunch, tech session, driving tour, awards banquet, autocross all in one superbly organized weekend. ***New location this year!***
29-30 Porsche Parade 2008 - Charlotte, NC

JULY

- 1-3 Porsche Parade 2008 - Charlotte, NC
13 **Car Control Clinic** - Augusta Gov. Center - Verona

Check the website for event details & updates at
<http://SHN.PCA.ORG>

april showers really do make everything green!



Shenandoah member Matt Einstein welcoming spring in his 996 GT3 Cup car at the March '08 PCA Club Race at beautiful Road Atlanta.