

The Heat Exchanger

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



The Heat Exchanger

A new GT2 awaits pick up in Waynesboro. Details Page 9
Volume 7, Issue 5 June 2003 Shenandoah Region PCA

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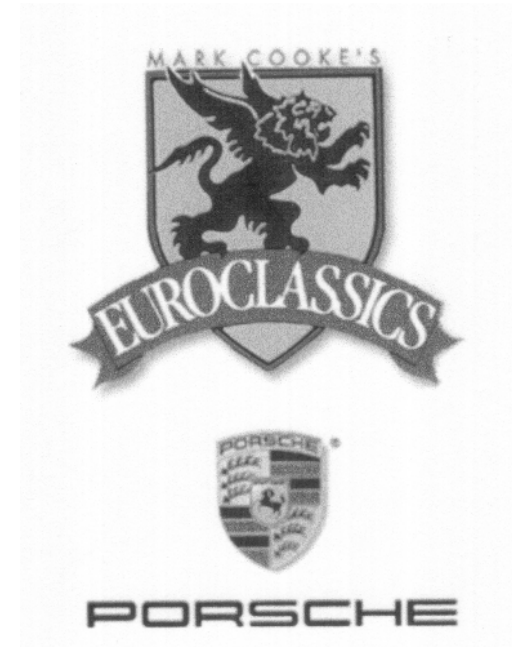
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Cover photo, Phil Audibert



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?

Euroclassics Porsche
11906 Midlothian Turnpike
Midlothian, VA. 23113
804.794.6868
www.euroclassics.com

(Continued from page 10)

July, is still being addressed. The region has been reimbursed \$1500 for its participation in the Zone Two event. Anticipated profit from the event has not been received yet. Various items with the region's new logo will be available at RPM but cloisonné car badges will not be available until later. A discussion pertaining to obtaining a copy of the First Settler's mailing list was had; they have not been cooperative. It was suggested that posters advertising RPM be displayed at Crown Motorcars and Euroclassics Porsche.

Das Market.....

For sale: 1975 911S Coupe, 25th Anniversary Edition (Silver with black seats, hounds tooth trim), sunroof, less than 58,000 miles, very nice condition. Also, I'm looking to buy a Porsche tractor!

Contact: Herb Distefano @ 804-448-3448
e-mail: Herbd@crosslink.net

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.....

- ◆ **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
- Late July/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
- Nov. ?**- Sightseeing & Wine Drinking Tour to Jefferson's Poplar Forest
- Dec. 7**- Annual Christmas Party at Mel Brannan's, Richmond

All dates subject to wild and unreasonable fluctuation!

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President's Letter.....

We are off to a good start this year, with lots of activities and our biggest event of the year coming up later this month.

I am talking about the RPM event in Richmond the 14th and 15th of June. This year there will be additional dining music provided by Phil's group the Ryegrass Rollers to go along with the great food we have grown accustomed to. This will not be a weekend you should miss. I have been to three of these and have had a great time each time. See you there.

I am impressed with the new members who have had a chance to come to our social meetings at Crown Porsche in Charlottesville. Each meeting we see new people and we hear new ideas from these people. Many new members come from different clubs and areas of the country and we are benefiting from this new source of ideas and suggestions. Thanks to all of those people who have made the meetings.

Lastly, I think we have a great opportunity this year to make a donation to a cause or two of our choosing. Breast Cancer Research and the Jennifer fund have been mentioned as potential beneficiaries and we will continue to look into these possibilities in the summer months. I will keep you posted.

Thanks for all of you who have made the events through rain or shine. We have assigned Weldon Scrogam to be in charge of weather at RPM so we hope we can get a dry weekend for the event. Good luck Weldon! Have a good month and see you at RPM.

Rick



President, Rick Ebinger



PORSCHE

(Continued from page 13)

ARRIVING FROM THE WEST ON 64 EAST

1. Take Parham Road exit – south. Continue on Parham Road a long way—cross the James River on Willey Bridge.
2. Take exit to Huguenot Road (147) – stay in right lane & turn right onto Huguenot Road.
3. After crossing railroad tracks at Robious Road (do not turn), turn right at 2nd stop light onto Alverser Drive.
4. 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).

(Continued from page 11)

Pull the handle out carefully working around the lever so you don't scratch the door.

6. Bring the handle inside to the work bench (or kitchen table). Put your key in the cylinder before you go any further or the tumblers will shoot out because they are spring loaded. Remove the screw that holds the cylinder in the handle. Carefully remove the cylinder (key still in place).

. Cylinder in hand you should wipe off the old grease and look at the tumblers. Confirm the key is still completely in the cylinder. Any tumblers that are not flush with the cylinder are your concern.

8. Remove the material from the tops of the tumblers carefully using a file. They are soft and designed to be filed. If you are brave (or have an article deadline!) you may carefully use a Dremel tool. Make sure to wear eye protection. Once the tumblers are flush to the cylinder wipe the cylinder off and reapply proper lubricant. Spray lithium grease will work. Do not use household spray oil (WD), as it will break down the grease that keeps it lubed.

9. Before inserting the cylinder, check the handle trigger and make sure it does not pop or bind. If it does that is adjustable. Although not well known, the stud on the big end of the handle can be loosened and the trigger can be moved back from the cylinder housing. Pull the trigger and insert a screw driver to force it back slightly then tighten the stud.

10. Now the trigger pulls smoothly and you can insert the cylinder with your new grease in place (key still in place). Replace the fastening screw on the back of the cylinder (important)! Verify that the cylinder turns without any drag with the key and check that it does not turn with the key removed by pushing on the lever while the key is out.

11. Installation is the reverse of removal. While you are still inside the door, it wouldn't hurt to liberally lube the door mechanisms and the window regulator. Everything should operate smoothly and you'll feel better knowing that you can get into your car without playing with the key for ten minutes! Club member Harold Singh is an ASE, I-CAR, DuPont certified tech. Ideas or suggestions for articles? Contact him: Collected1@aol.com.



The Cayenne. The Next Porsche.

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



PORSCHE



Crown Motorcar
1295 Richmond Road
Charlottesville, VA 22911
434.979.7222

From the Editor's Desk.....



RPM...

There's still time to register for the Richmond Porsche Meet, slated for June 14, 15. Everyone should come. It's the club's biggest event of the year and is its biggest money maker!

Trust me, this is a great event. Editor, Phil Audibert

It is held on the grounds of former club President, Alex and Gail Smith's beautiful and historic home in Midlothian.

Last year, count 'em, 75 cars showed up. And there are always surprises! Heaven knows what G and W will come up with this year. For more information, check out Alex Smith's **article on page 4** and the **detailed directions** for out-of-towners on **pages 13 and 15**.

Bigger Issue...

I don't know if you noticed, but the *Heat Exchanger* just got bigger. Last month I was forced kicking and screaming to add four more pages. They filled up instantly. How so? More advertising for one. We welcome G and W Motorsports who took out a full page ad for a year, joining Euroclassics, Crown Motorcars, and Nextel.

(Continued on page 4)

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(Continued from page 3)

New Tech Editor Needs Story Ideas...

Another reason we're bigger. *The Heat Exchanger* has gained a tech editor! Club member, Harold Singh has come to my rescue! He wrote a bang up article with pictures last month, and this month is just as good! I could kiss this guy (but I won't) because as many of you know, I have absolutely no tech knowledge. And the tech department was the one weak spot in this publication.

Well, no more.

Harold has asked me to ask you to do this: Send him tech story ideas and suggestions: E-mail him: **Collected1@aol.com**.

New Logo...

Check it out, our new logo is in. You can see it on the back cover of this publication.

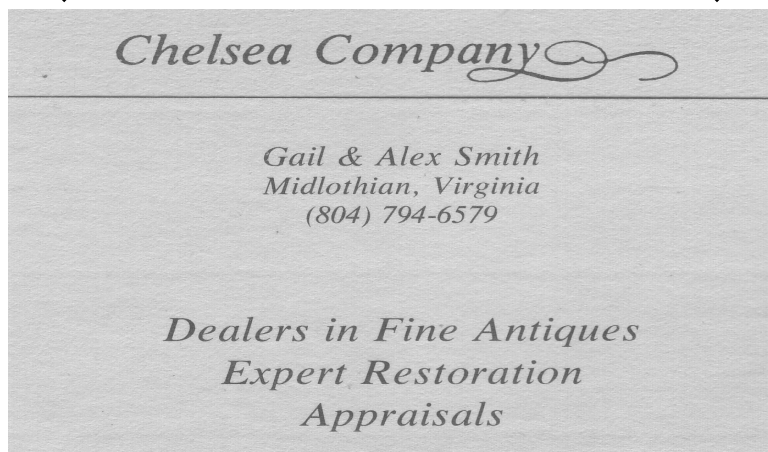
It took a long time. There were problems with the use of the Porsche crest on the original design. But now that we've taken the crest out, we're A-OK with PCNA. This logo is an improvement because no part of it bleeds outside the circle. That way we can easily transfer it to car badges, decals and patches. Alex Smith says it may be available on a few selected items at RPM!

New computer...

Finally, I have a new computer. Up to this point I've been putting out this newsletter on a severely stressed and overloaded Gateway laptop. *The Heat Exchanger* has come up in this world. It's now being done on a much faster machine with a 60 gig hard drive.

I also replaced my printer, and I think this new one will do a much better job of printing a sharp master copy for Ben Briggs at Print Source. Besides, with this new software, Ben may be able to print this publication straight from disk.

Editor Phil



DIRECTIONS TO RPM

Gail & Alex Smith

12200 Old Buckingham Road , Midlothian, VA 804-794-6579

ARRIVING FROM THE NORTH ON 95 SOUTH

1. Take exit #79 – Powhite Parkway, Interstate 195 South—stay in left lane on exit ramp—veer left to take 195 South to Powhite Parkway
2. Stay on Powhite Parkway—cross the James River, pay .50 cent toll. After toll stay in middle lane & continue on Powhite Parkway.
3. Take Route 60 exit – Midlothian Turnpike (pay .25 cent toll). Take route 60 West.
4. Look for large shopping center on right – Chesterfield Towne Center. 1 block after mall turn right onto Alverser Drive
5. 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

1. Take Chippenham Parkway - Route 150 North exit. Stay on this road a long time.
2. Take exit to Midlothian Turnpike West - Route 60 West (second exit ramp)
3. 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
4. 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)

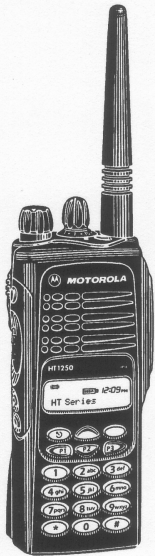
ARRIVING FROM THE EAST ON 64 WEST

1. Take exit #190 – Petersburg & 95 South
2. Immediately take exit #74A – Downtown Expressway to Powhite Parkway. Pay .50 cent toll—continue on Powhite Parkway (stay left at split)
3. Cross James River & pay .50 cent toll—after toll stay in middle lane & continue on Powhite Parkway.
4. Take Route 60 exit – Midlothian Turnpike (pay .25 cent toll). Take Route 60 West.
5. Look for large shopping center on right (Chesterfield Towne Center). 1 block after mall turn right onto Alverser Drive.
6. 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).

(Continued on page 15)

NEXTEL
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Come to RPM...a proven babe magnet

R.P.M. (means Richmond Porsche Meet) started seven years ago when Cole Scrogam, then Shenandoah Region President, and Alex Smith agreed to have a “new” Porsche event in Central Virginia. This year’s event is June 14th and 15th and if the weather is fair to us – it should be a grand time for all who love Porsche cars and good food.

Out-of-towners (detailed directions on pages 13 & 15) should roll in on Friday night (discount lodging at Holiday Inn) and drop by Euroclassics Porsche for a chance to see the wonderful inventory of Porsches and other exotics.

Saturday morning features a concours that is friendly and easy– a great opportunity to learn about “Beauty Pageants for Porsches.” If you’re shy or your car is dirty... just park and be part of the line of 50-60 Porsches expected to be in attendance. The catered lunch, better known as Café Carrera, is under an elegant tent with Chick’s World Famous Bar-B-Que and fixins. A new wrinkle this year! The Traditional Irish Music band, the Ryegrass Rollers will play live for us. We also know the President of P.C.A. (The National President!!!) will be at our R.P.M. all weekend... How about that?

After lunch, we’ll have an optional informal driving tour of the local countryside led by Mel Brannan, and returning an hour later in time for an optional tech session by the experts at Euroclassics.

There is time to kick back in the afternoon for shopping or lounging then the banquet dinner is going to be delicious and entertaining. We won’t stay up late, because next morning we’re up and ready to go for a morning autocross at Southside Speedway (1/3 mile banked oval!) and then lunch and autocross awards.

Please come to R.P.M. and bring a friend (the more the merrier)

Alex Smith
Chairman of R.P.M.

Autocross results.....By Rick

Water World.....

The May autocross at the Government Center was a wet one. We had rain called for and, for once, the weather people hit the nail on the head. We arrived early and the rain had the parking lot divided up into rivers and standing water. We tried something different in course design with a large X across the lot. It worked pretty well and I had a lot of requests for this type of course in the next event if it is dry. It rained all day, with light breaks, but we still had 17 brave souls defy the weather Gods and had a great autocross. The runs of the day had to be from Gary Krichbaum in his new 350Z, Kerrigan Smith in his S4, and Mark Scafidi in his 993. All drove smooth and fast and all finished in the top four. Great job guys. Thanks to all of those who came out and drove to the event, especially those of you who had to go over the mountain.

Name	Car	Class	Time	Pts.
1 Gary Krichbaum	350Z	other	65.406	3
2 Erik Boody	911 T	early	68.120	2
3 Mark Scafidi	993	993 & 996	68.263	3
4 Kerrigan Smith	Audi S4	other	68.815	2
5 Fritz Flynn	RX7	other	69.727	1
6 Rick Ebinger	914	early	70.360	2
7 Andy Turner	911	'80-'94 911	71.261	3
8 Mel Brannan	911 C4	'80—'94 911	71.653	2
9 Alex Smith	993	993 & 996	72.111	2
10 Phil Audibert	Boxster	Boxster	72.335	3
11 Bryce Jewett	993	993 & 996	73.463	1
12 Steve Bomeli	914	early	73.852	1
13 Ben Briggs	BMW 328i	other	74.783	
14 Brian Bass	944	944	74.837	3
15 Emily Wolkomir	Integra	other	74.885	3
16 Dan Wolkomir	914	early	76.551	
17 Steve Mohn	Volvo 740	other	79.289	

Tech-Tactics.....

By Harold Singh

"THE KEY"



Over the years, your door locks will begin to wear. It's something that most people ignore until they can no longer lock and unlock the door to the vehicle. This is due to the key wearing against the tumblers. As the key/tumblers wear further, the tumblers protrude further and stop the cylinder from turning as if you had the wrong key. Not to worry. The lock cylinder is actually a very simple design and easy to renew. Most of these instructions will apply if you are also replacing your lock cylinder with a new or used one.

Lock with cylinder removed

1. Lets start by taking the door pocket off of the car (skip to step 5 if you know this part). There are many tiny parts to keep track of so be careful and keep track of where they will need to be reinstalled. Once the pocket is off you can remove the upper folding portion of the pocket.

2. Remove the upper trim panel finisher. It is not necessary to unplug the wiring to the power mirror. You can let it lean against the door as you continue and you now have access to the upper pull handle bolts. Now pull the little rod up from the inside door handle. Now fold the inside handle out of the way and you can get to the 5 mm Allen key bolts on the bottom. Remove the pull handle.

3. Pull any speakers out if needed, remove the power window switches, and the round lock knob (remove cap first) and lock rod pull cap.



Door with pocket off

4. Carefully pull the panel off the door using a trim panel tool (inexpensive and found at any auto parts chain) if possible to remove the clips from the door. Hope you got some new panel clips because they won't all survive.

5. Now to remove the handle you must get a socket to the bolts inside the door. The bolt on the small end of the handle is easy to locate. The other bolt might require you to hold the lock lever back to get the socket on it. Once your socket is on it, move your hand to the outside of the handle or it will fall to the ground when you're done.

(Continued on page 15)

May 15 Social/Meeting notes.....

By Dave Lasch

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

Newsletter: Phil pointed out that G&W Motorsports placed a full-page ad in the April edition of the newsletter. He also mentioned that Harold Singh, a member of the region, has offered to be the technical editor for the newsletter.

Driving Events: Rick reviewed the autocross held on Sunday, April 13, and encouraged members and their friends to attend the remaining autocrosses.

RPM: Alex encouraged everyone to attend this year's event, June 14th and 15th and summarized the weekend's events for the new members present. Sponsors have made commitments, PCNA has made a contribution and Phil (the guitar player and a vocalist of the Ryegrass Rollers) is donating 10 CDs. Alex asked for help with the planning and running of a rally in the Richmond area on Saturday afternoon. Also, T-shirts commemorating this year's event have been made.

New and Old Business: The remainder of the autocross series was discussed and it was stated that an additional one may be scheduled for September. The expense of a Government Center employee to monitor our autocrosses was again discussed. It was suggested that perhaps the entry fee could be increased and that the employee could be put to work helping with the event. Helping the First Settlers Region with their autocross, possibly in late

(Continued on page 16)

Membership Report

May 2003 by Mel Brannan

156 Members

Welcome to the following New Members:

- ◆ **Rick and Connie McCarney**, Powhatan, VA 2000 Porsche Boxster
- ◆ **Michael and Bonnie Lowe**, Midlothian, VA 1995 Porsche 911 Cabriolet
- ◆ **Jim Bourie**, Harrisonburg, VA 1985 Porsche 911 Targa

Reported as Non-renewals from National:

- **Brian S. Hinegardner**
- **Stephen H. Lessels**
- **Stephen E. Schmitz**



Bryce Jewett splashes through the course.



Eric Boody checks waterlogged timing equipment.

Photos by Phil Audibert

G&W Motorsports, Inc. ...

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<http://motorsports.gandw.com>



GT2



By Phil Audibert

I just love going to G and W Motorwerkes in Waynesboro; it's like going to a museum with the added benefit...every time you go back, the exhibit changes. This time I stumbled onto an obviously brand spanking new GT2.

It's lean, it's light, it's lickety split.

Based on the 911 Turbo, the GT2 boasts some significant differences. It's 200 pounds lighter, yet it is more powerful, claiming 456 horsepower at 5600 RPM and 457 foot pounds of peak torque. It can go from a standstill to 62 miles per hour "in about four seconds," says a publicity sheet from PCNA. On the track, it has achieved a top speed of 195 miles per hour. Zheesh!

How did Porsche shed the weight? Well, they got rid of the spare and the back seats and they put in those cool ceramic brakes. They also made it a two-wheel drive car instead of all-wheel drive.

That didn't seem to slow Jeff Zwart down when he guided a GT2 to a new two-wheel drive record at the Pike's Peak International Hill Climb last year. By the way, that's a 12 mile long DIRT road with thousand foot drops off one side or the other. Zwart added in an article in the February *Pano*, "this is the best modern day Porsche I have ever driven on the asphalt."

Maybe so, but wait until the Carrera GT comes out. Weldon Scrogam says there's a chance we'll see one at the G and W "Museum" next March. "They just keep makin' 'em better," he says.