

The Heat Exchanger

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



Shenandoah Region PCA
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*Cover graphics by Mark Gallagher
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Membership Report

May 2004 by Mel Brannan

166 Members

Welcome to the following New Members:

- **Charles and Sheila Heuer** of Charlottesville, VA 2003 Porsche 911
- **Steve and Sandy Miller** of Somerset, VA 1998 Porsche Boxster

Reported from National as Transfers Out:

- **Dan and Emily Wolkomir** to Fox Valley Region

We believe.....

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

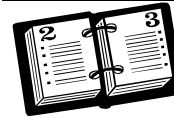
The region's newsletter, "*The Heat Exchanger*," is published nine times per year (no Dec., Feb., or Aug. issues) with a production **deadline of the 26th of the month prior to publication**. The information in this newsletter is solicited from the membership of this region and other newsletters and may or may not be consistent with the beliefs or ideals of the Editor.

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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: \$50/month-full page, \$30/month-half page, \$20/month-quarter page and \$15/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 26th 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 4, 5, 6– Richmond Porsche Meet (RPM) Concours, catered lunch, tour, tech session, banquet, autocross. **Our Premier annual event! It's still not too late to sign up!**

August 7– Brocks Gap and Orkney Springs tour. Meet at Park View Plaza near exit 251 off of I-81, 10 AM.

August 29– Autocross, Augusta Gov't Center, Verona, 10 AM.

September 16– Social/Meeting TBA.

Oct. 11- Euroclassics Columbus Day Driver's Ed Event, VIR, Danville.

Oct. 16 or 17– Chad's Tour, TBA.

Oct. 24th- Joint autocross with First Settler's PCA, Crewe Airport

Nov. 18– Social/Meeting, TBA 7 PM.

Nov. 19-21– G & W's Fall Fling, VIR, Danville.

Dec. 5- Annual Christmas party. Location TBA

Table of Contents

Calendar of Events	Page 1
President's letter	Page 2
From the Editor's Desk	Page 3
RPM Directions	Page 4, 7
RPM Registration Form	Page 5
Southside Speedway Directions	Page 7
911 Heritage Rally	Page 9, 13
Autocross Report & Results	Page 10, 11
Treasurer's Report	Page 12
More Gmund Coupe Pix	Page 15
Social Meeting Notes	Page 16
Tech-Tactics... What is an autocross	Page 19
Membership Report	Page 20

President's Letter.....

Pre-RPM Comments

After our social meeting at Crown May 20th, it sounds like RPM is going to be a spectacular event. Alex runs a tight ship and he has all hands set in the same direction. I am looking forward to seeing what new things we have to look forward to along with the good old stuff. It sounds like we will have a strong vendor showing and I am sure we can expect some new stuff from our supporters.



President, Rick Ebinger

The GM at Crown mentioned a new showroom for the Charlottesville store soon and it sounds exciting. Thanks to Crown for hosting our membership social again. We had some more new members show again and it was great to see the new faces. Make sure all of our "old", I mean established, members welcome these new people in. It does make a difference.

We had a great autocross and the results are on pages 10 and 11 of this issue. I had a chance to drive two newer cars and I must say I was very impressed with the way those cars behaved. After that experience, I believe most any of our cars can really put on a good show and do well at our local autocrosses. The cars can handle it, can you? Come out to RPM and find out. It was a great learning experience for me as well as the owners of the cars Erik and I borrowed. I hope they didn't learn too much and not let us try their toys again. We had a great time.

We have pounded down December 5th as our Christmas party, but we don't have a location yet. We'll keep you posted.

Lastly, I want to invite everyone to come to the RPM event June 5th and 6th. Even if you aren't able to bring a car, come check out what shows up. This is an event that has been going on for many years and gets better each year. I hope all come out at least to see the beautiful cars that our members have and try a few of the events. The food is out of this world and with Weldon and Mrs. Tupper in charge of weather, how can we lose. I probably should not jinx us like that. It's like the NBA announcers saying "he has made 35 consecutive free throws, he can't miss!" And then you know what happens.... No more comments about the weather, we'll leave it in the hands of the experts.

Have a great month, enjoy the beginning of the summer, and we'll see you at Alex's home.....

Rick

Tech-Tactics.....by Erik Boody

*What is an Autocross anyway?
And why should I try it? I'm not a racecar driver.*

Phil has been trying to get me to write a tech article for a couple of months now, and I have held him off as long as I could. Instead of writing about some greasy part on my car I am going to talk a little about autocrossing.

I am sure most everyone has some idea about what an autocross is, and you have read the reports in the newsletter with the times posted for all the world to read and analyze. In case you don't know exactly what an autocross is, here is a brief description:

An autocross is a driving course set up in a large open parking lot using orange traffic cones to mark the route. This course consists of many "gates" that are a pair of cones spaced 10-15 feet apart that you drive between to follow the route (my car is only about 6 feet wide, so this should be easy, right?). There also may be cones that are lying on their sides to "point" the way to go, called "pointer" cones (this doesn't sound so hard). Once the course design is finalized the edges of the route are marked with flour, so the path is clearly marked (well heck, anyone can do this). Your trip through the course of cones is timed electronically, and your time is displayed when you finish for all to see. The object is to travel through the course as quickly as possible, follow the route correctly, and not knock over any cones (I knew there was a catch to this!).

The best part about the whole autocrossing thing is you get to learn A LOT about how your car handles, and the driving skills you learn will be used every day in every car you drive. The courses are designed to be very safe and easy to follow, with speeds not to exceed 50-60 mph (50 mph feels pretty fast in a big parking lot with lots of cones to miss!). The only thing that can happen to your car that is different from every day driving is a cone scuff, and those are easily rubbed out (the idea is to miss all the cones anyway). If you don't want to try this in your favorite Porsche the first time, then bring the "other" car (you know, the one you use when the weather is bad). All cars are welcome and we have even had a pickup truck come and autocross.

The other nice thing about autocrossing is you get to meet lots of really great people who all share a common interest in cars, and who are always glad to help if you have any questions. The next time we have an autocross come out and give it a try. It really is a blast! Those who do come out and run with us, **Thank You** for the support, and I hope to see you next time!



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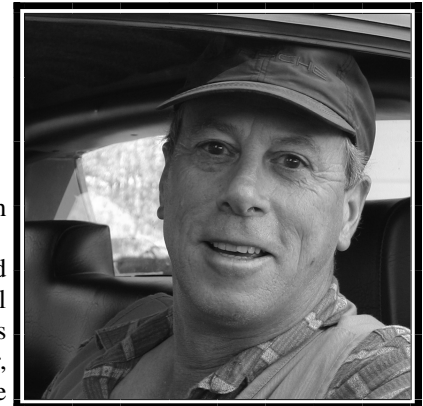
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**From the Editor's
Desk.....**

Tech-tactics Editor needed!



Alas and Alakaday, my Tech Tactics Editor has gone missing.

Over the past year or so, Harold Singh did a great job covering technical matters and answering questions in his regular column in the *Heat Exchanger*, Tech-Tactics. No one was happier to see him come on board than I, your techni-

cally and mechanically challenged Editor, Phil Audibert (dumb as a post about why cars work and proud of it... "I just drive 'em ma'am...I don't work on 'em.")

Anyway...I need help!

Harold has moved away...out of the region, and his absence has left a gaping hole in this publication.

Please, please, someone volunteer to write a regular column about matters technical regarding our favorite automobiles, before I make an utter fool of myself. Erik Boody, bless his heart, has covered us for this month. But he can't do it on a regular basis. Can you?

Even if you can't supply a regular column, how about just contributing three articles per calendar year! If three people did that, we'd have it covered!

I'll take anything...wandering odysseys through the exhaust system, unsolved 6-volt electrical harness soliloquies, tire inflation vs. temperature epics. Hell, I'd even welcome a how-to-change-the-oil-on-a-Boxster story... for people, such as myself, without a lift or a mechanically inclined brain.

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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).

More directions Page 7

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Social/Meeting Notesby Dave Lasch

SHENANDOAH REGION

The meeting, held at Crown Motorcars in Charlottesville, began shortly after 7:00 PM and ended about 7:50 PM.

Driving Events: The May 16th autocross at the Augusta Government Center was the first to use the new optical system for starting a run. Rick Ebinger was really impressed with it. The August 29th autocross will not be held at the Southside Speedway because it was deemed to be too expensive. Events at the Augusta Government Center cost \$250 per day. The autocross with the First Settlers Region is scheduled for October 24th and will be held at the Crewe airport. Two autumn events will be held at VIR in Danville. On Columbus Day, October 11th, the Euroclassics driver's ed event will be held and on November 19th-21st the G&W Fall Fling will take place. On May 22nd a rally celebrating the 40th anniversary of the 911 will be held rain or shine. It was indicated that "other" marques have been more well represented at these gatherings and that the situation should be remedied.

RPM: Alex Smith gave an update for the 8th annual event. Sponsors have been obtained and CDOC, a new sponsor, has joined the group of premier contributors along with Crown Porsche. Event insurance and hotel accommodations have been secured. Alex obtained a multi-event subsidy from PCA and intends to increase the quality of the awards for the various competitions. Bryce Jewett is planning an afternoon tour. Kudos were extended to Ben Briggs for this year's really cool poster.

New and Old Business: Matt Perry, the General Manager of Crown Porsche, welcomed us to their showroom. They are planning to expand their facility by adding 2000 square feet. The new addition will feature modern architecture and should be completed in about a year. Phil Audibert noted that a new tech editor is needed to help with the *Heat Exchanger*. Colin Dougherty volunteered to take the job. Rick compared the outstanding quality of the *Heat Exchanger* with that of our regional peers and extended kudos to Phil. A discussion was had pertaining to the \$25 autocross fee. Some felt it is too much whereas others felt it is justifiable. The \$25 fee stands. An equipment box has been obtained for the autocross electronics and the inventory of clothing, decals, badges etc. has been increased. It was decided that the "Other" classification for autocrosses will remain unchanged. Several upcoming issues were discussed. A date was chosen, Sunday December 5th, for the Christmas party but a venue has not been secured. The election of officers is approaching as well as the Region's birthday (next year will be the 10th). A request to establish an e-mail list was made and Mel Brannan will look into it.

Adjournment: A new member, Dan Nahas, from Fort Worth, Texas, introduced himself to the group. He works for CDOC and will certainly be a welcome addition to our region.

It's still not too late to sign up for RPM!!!! Event happens June 5-6.

RPM REGISTRATION (Please print)

Name (s) _____
 Address _____
 City _____ State _____ Zip _____
 Phone _____ E-Mail _____
 PCA Region _____ Car Model _____ Year _____

Please register me for the following:

___ Double package– includes 2 participants for each event including meals (\$189 value).....\$150.00
 ___ Single package– 1 participant per event, including meals (\$107 value).....\$100.00

And/or register me for the following only:

	<i>No.</i>	<i>Total</i>
Saturday Concours	_____ @ \$25 per car	_____
Saturday Lunch	_____ @ \$12 per person	_____
Saturday Rally		no charge
Saturday Tech Sesson		no charge
Saturday Dinner	_____ @ \$30 per person	_____
Sunday Autocross	_____ @ \$30 per person	_____
Sunday Box lunch	_____ @ \$10 per person	_____
	Total enclosed	_____

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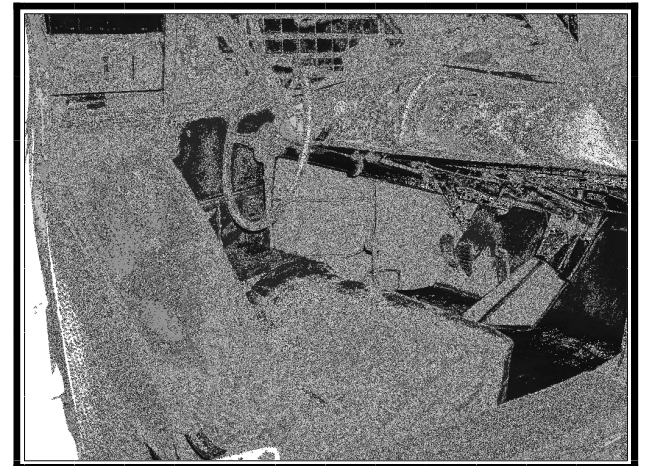
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More Gmund Coupe Pix

Gmund Coupe refers to the first cars Porsche ever made. Porsche created about 50 of these hand-built cars after it moved its operation to Gmund, Austria, to escape the ravages of World War II. Eventually the factory moved back to Stuttgart, but all cars built by Porsche in the town of Gmund became known as "Gmund Coupes."

The 1949 Gmund Aluminum Coupe sported a 24 horsepower engine and a "crash box transmission." This car has Chassis number 356/2-032. Only about 20 survive to this day. Perhaps the most distinctive trait is the split windshield. This car is owned by Cal Turner of Nashville, TN.



Photos taken at G & W Motorwerkes by Phil Audibert



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RPM directions continued.....

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).

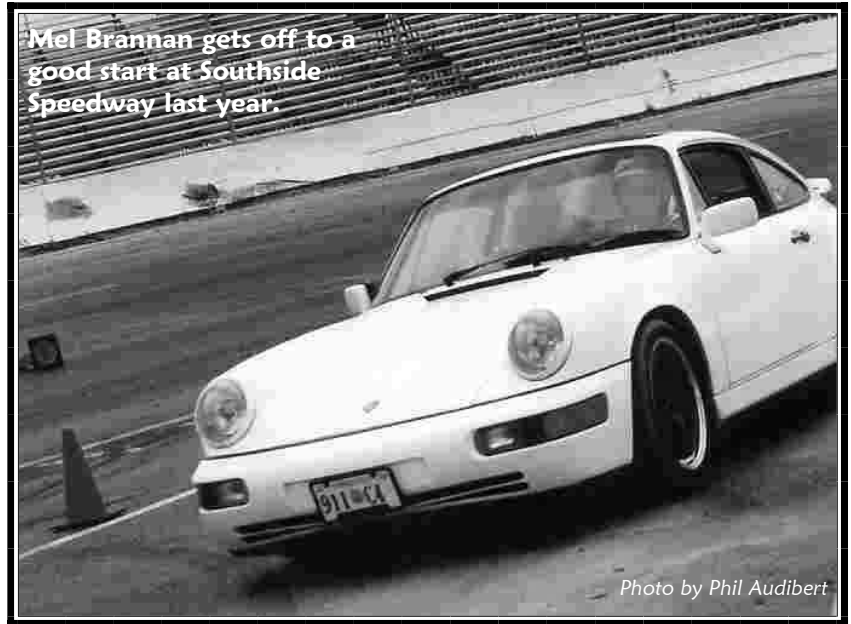


Photo by Phil Audibert

DIRECTIONS TO SOUTHSIDE SPEEDWAY.....

Autocross location for Sunday June 6th-

From Midlothian Turnpike– Route 60.....

If headed West on Rt. 60 go to top of long hill and turn **left** onto N. Woolridge Rd.

If headed East on Rt. 60, turn **right** onto N. Woolridge Road.

At dead end stop light, **turn left** onto **Charter Colony Parkway**
At stop light, turn **left** onto **Genito Road** (Marva & Granite building on left)

Southside Speedway is on the left. Turn in at the first entrance.

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(Continued from page 9)

of multiple-choice questions about the 911. At each road intersection: answer “a” meant go straight, answer “b” meant go left, and answer “c” meant go right. And so it went: you had to know a lot of numbers, like 964, 993, 996 – otherwise you could get lost somewhere in the countryside! Eight cars took the challenge, each vying to cover the distance in the least miles: seven finished, and one ran out of time and headed back.

Leaving first and arriving first was the veteran rally couple, Phil and Susie Audibert driving their silver Boxster and traveling the course in 93 minutes (posting an odometer reading of 58). Nine minutes later, the red 911 C4 of Jim Condon and Sherry Westfall roared down the driveway – they posted the fastest elapsed time of the day at 77 minutes (odometer: 56). Could anyone still out on the course do better? Fourteen minutes passed. Then the humming of 8-cylinders emerged: Bill Sanders in his midnight 928GTS dropped the odometer reading to 54, with a time of 86 minutes (the 911 and the 928 had started at the end of the pack, so they each passed five cars). Mel Brannan was right behind Bill, driving a white C4, posting a time of 104 minutes and an odometer reading of 64.

The question now was: could anyone complete the course, slowly and methodically, posting a lower odometer reading? Chad and Virginia Hurst came closest, arriving seven minutes later, in their hopped-up Honda Accord, posting a reading of 60 miles. Robert and Joan Duntley (also rally veterans) arrived next in their sleek 996 (122 minutes; 79 miles) – only 9K miles on this car! Four minutes later, Owen Peterson and Elizabeth Horahan arrived in their Volvo 744 Turbo (69 miles). Only the gleaming red 356 of Johnny Johnson was missing, but he called, stating that he had to turn back to due to time constraints.

Everyone got an “A” on the rolling exam ... but Bill took home the prize! Way to go!! Then the partying began: bratwurst, beans, green-bottled beer. And did I mention what a great host my



Wendy Doyle was: she made sure everyone was comfortable! But that wasn't all: Phil and I got our guitars, set-up on the back porch, and put on our own version of an olde-time blues festival. From Eric Clapton to John Prine with a rousing play through Hendricks' Red House ... a good time was had by all. School is out: we all graduated from the 911 Heritage Rally!

The PCA Blooz Doodz, Mike and Phil, jammin' on the back porch. Photo by Bill Sanders



Rally cars line up in Mike Shuttly's "south 40." Photo by Bill Sanders

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

Date	Category	Income	Expense	Balance
4/26/04	Balance			6659.17
5/4/04	Heat Exchanger Ads	900.00		
	RPM Sponsors	800.00		
5/4/04	Dominion Mktg.- mail RPM brochures		81.93	
5/19/04	Gail Smith- RPM exp.		148.25	
5/19/04	Dominion Mktg.- mail Heat Exchanger		81.62	
5/19/04	Print Source- print Heat Exchanger		307.56	
5/21/04	RPM Registrations	1518.00		
5/21/04	Dual membership	14.00		
	Grill badges	48.00		
	RPM Sponsor	300.00		
	RPM Registrations	50.00		
Totals		3630.00	619.36	
5/23/04	Balance			9669.81

**Everyone studied...
Everyone got an A
The 911 Heritage Rally.....**by Mike Shuttly

A gaggle of Porsches clustered in the Shell station parking lot ... but no one was looking at the cars. Everyone was reading, underlining passages, studying charts: *In what year did Porsche make a long-wheel base, 2-liter 911?* Everyone pondered. Not your usual rally...not your usual group of auto enthusiasts. No, on this day, we were **Porscheophiles**.

And what a great day for a rolling exam. The rains had cleared the air; the sun beamed; the breeze was still cool at 10AM. And the "collector cars" were out. As we discussed landmarks, speed limits, and passing etiquette, a number of American muscle cars came and went – off to other shows and gatherings.

The cars set off in 4-minute intervals. The rally guide posed a series
(Continued on page 13)



911 Heritage Rally graduates pose for a class picture. From left to right: Mel Brannan, Chad Hurst, Owen Peterson (standing), Susie Audibert (seated), Mike Shuttly, Virginia Hurst, Bill Sanders, Sherry Westfall, Phil Audibert, Tim Condon, Wendy Doyle, Tomahawk, Elizabeth Horahan, Holly Allen, Bob Duntley, Ike Allen, Joan Duntley. Photo by Bill Sanders

May Autocross Results.....By Rick Ebinger

We had another good autocross at the Government Center May 16th. Although we had terrible weather in the early AM, it had stopped by the time I arrived at the lot, and it started clearing off. We had a small turnout... only 21 cars, but we had a blast. We were able to drop in six run times and finish up by 3:00 PM. I always like to see things flow like that.

Erik came up with another trick, a staging light which was a big hit. As you coast up to the starting cone, a red light will light when you break the beam. The scorekeeper then kicks off the green light when the equipment and

	Name	Car	Class	Time	Pts.
1	Rick Ebinger	'74 914	Early-'79	57.175	3
2	Mark Scafidi	'04 GT3	Late '95-'04	58.250	3
3	Erik Boody	'04 GT3	Late '95-'04	58.830	2
4	Erik Boody	'73 911 T	Early- '79	59.160	2
5	Rick Ebinger	'04 GT3	Late- '95-'04	59.484	1
6	Matthew Einstein	'04 GT3	Late- '95-'04	60.197	
7	Howie Dunbrack	'86 930	Mid- '80-'94	60.337	3
8	Chess Earman	'86 Turbo 944	944	61.788	3
9	Chess Earman	'86 930	Mid- '80-'94	61.788	2
10	Andy Turner	911 Carrera	Mid- '80-'94	61.927	1
11	Michael Moore	'92 Miata	other	62.142	3
12	Matthew Einstein	'01 Boxster S	Boxster	62.149	3
13	Howie Dunbrack	'86 944 Turbo	944	62.486	2
14	Phil Audibert	'99 Boxster	Boxster	62.755	2
15	Stuart Moore	944 S	944	62.987	1
16	Gary Krichbaum	'98 Camaro	other	63.099	2
17	Stephen Garstancy	'73 BMW	other	63.739	1
18	Jim Condon	'93 Toyota MR	other	68.371	
19	Steve Mohn	'91 Volvo 740	other	68.723	
20	Diane Earman	'86 944 Turbo	ladies	70.130	3
21	Sherry Westfall	93 Toyota MR	ladies	81.310	2



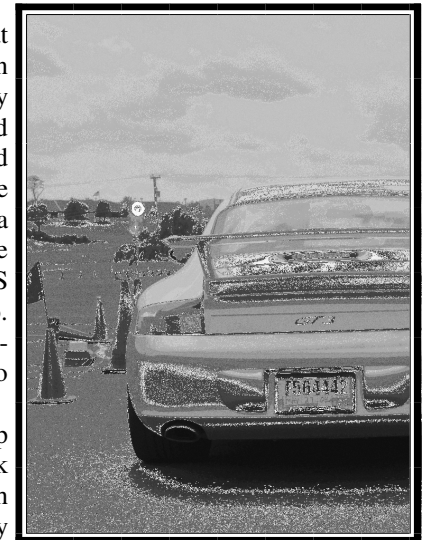
Club President, Rick Ebinger leads a drive-through prior to taking his “lightly smoking” 914 around the autocross course for the Fastest Time of the Day (FTD). Rick managed to edge out two brand new GT3’s!

the course are ready. It worked well.

Another high point was that Mark Scafidi and Matthew Einstein brought out their twin GT3s, and they were quite impressive. Mark ran second fastest time of the day with his car, and it only had 450 miles on it. Hate to see it when it’s broken in. Erik and I had a chance to drive them and they were quite entertaining, though the Boxster S I ran during a fun run, was a hoot also. Thanks to Mark and Matthew for sharing their toys. Note to self: win the lotto soon.....

And what autocross write up wouldn’t be complete without a crack at our Harrisonburg crew, which showed up at 10:00 AM. I can only assume that they thought it was daylight savings time weekend. They did well with three class wins. Great job Diane, Chess, and Howie.....

We are looking to change the August Autocross to the Government Center, so watch the calendar for changes. See you at the RPM autocross.



The new green light tells Mark Scafidi to get going in his brand new GT3. Mark came in second overall, and Erik Boody “borrowed” a GT3 to post the third fastest time!

Photos by Phil Audibert