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Porsche Club of America, Shenandoah Region



JUNE 2008

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HEAT EXCHANGER

porsche club of america, shenandoah region

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June 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.

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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, \$36/month-half page, \$24/month- quarter page/business card. 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 Adobe PDF, JPEG or TIFF file. Please contact the Advertising Manager for ad sizes. Send all ads and inquiries to the ADVERTISING MANAGER, Johnny Johnson at Johnny@aceautosports.com, or call 434-981-0524.

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

Well Happy June to you all! Though as I write this the ambient temperature is barely above fifty degrees and we have had plenty of the rain we so desperately needed. Since I have to drive a domestic pickup truck to work, my Porsche driving has been limited to weekend jaunts to the magazine store or to get some of that precious 93 octane. So I'm really looking forward to the upcoming RPM! I will thankfully be forced to spend time cleaning and attempting to get the remaining track residue off the Grand Prix White finish, so as to do justice to Alex Smith's wonderful event. The new location promises to be lovely. We hope to see you there and please bring the Porsche along to display on the lawn.

If you love vintage sports cars, we have an outstanding opportunity to view them both on and off the track right in our back yard. VIR hosts the Gold Cup Historic races each year and both the grid and the parking area are filled with priceless sporting machines. Go to www.virclub.com for the schedule. Take your Porsche down routes 360 and 58 to Alton, VA. You won't regret it.

We have only attended one Porsche Parade (Hershey, PA) but it was unbelievable in terms of both numbers and quality of the entire field. This year we have another Parade close by... Charlotte, NC is a five hour drive from Richmond and is the 2008 host for the Parade. Don't expect to get a hotel room right near the sight but if you can make the event you'll be glad you did.

We thank all of you who have been generous enough to contribute to the Heat Exchanger. We welcome any sort of contribution. We also welcome suggestions as we want this publication to reflect the club member's interests. Our intention is to make each new issue one that you will enjoy so please let us know your likes and dislikes.

Don't forget to check out our generous advertisers for any Porsche needs you may have. They make the Heat Exchanger possible and we thank them for their enthusiasm and support.

Mark & Rebecca

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from the **PRESIDENT**
herb distefano

I expect that all of you were just as excited as I was on receipt of the May Heat Exchanger, the introductory issue for Rebecca Morgan and Mark Stubbs. I think it's a really nice issue and I appreciate their significant labors. ATTAGIRL/BOY.

The Richmond Porsche Meet (RPM) will take place on 14 and 15 June, soon after you receive this issue of the HE. It promises to be better than ever. If you haven't made plans to attend, please reconsider. It's a great event.

I hope to see many of you at PARADE Charlotte at the end of June and the beginning of July. It might be quite a few years before there is another PARADE so near us – so I urge you to think long and hard before foregoing this opportunity.

Please allow me to share an unpleasant personal experience regarding a late model Porsche with no spare tire. The Porsche leadership decided to market these vehicles without spares in the interest of saving space (there have been several related articles in Excellence Magazine). Porsche provides a pump and a container of "fix flat" to deal with the occasional flat. Last month I was on a state road (glad it wasn't Interstate) in my 2005 Carrera coupe when I experienced a right rear blowout on a tire with less than 7000 miles. After overcoming the fishtailing, I got on the right shoulder hoping that maybe I could air up and limp to a gas station. I discovered that the inside sidewall had totally separated from the tread halfway around the tire. Needless to say, the pump and tire fix provided no help in this case and remember – there's no spare. To shorten an otherwise long story, I had to cancel my plans, order new tires (a five day wait), recover the car, and get it to Euroclassics and wait for the tires to be mounted/balanced. All of this was expensive in terms of time and money and caused me to forget my Sunday school lessons once or twice. This, of course, would have been more inconvenient had I been on an extended trip. According to my reading, the only spare tire options for the cars are to take all the trunk space for an inflatable spare or to place a spare over the jump seats in the rear. For the Cayenne a very expensive and very ugly outside mount is available. Surely, there must be better solutions and I hope they find them soon. Also, I hope you will be spared this experience.



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 Euroclassics 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

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Home of Dr. & Mrs. Howard Faunce
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JUNE/JULY 2008 CALENDAR OF EVENTS

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 AutoCross at Southside Speedway					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					

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

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

		1	2	3	4	5
		Porsche Parade 2008 Charlotte, North Carolina	Porsche Parade 2008 Charlotte, North Carolina	Porsche Parade 2008 Charlotte, North Carolina		
6	7	8	9	10	11	12
13	14	15	16	17	18	19
CAR CONTROL CLINIC Verona, VA						
20	21	22	23	24	25	26
Heat Exchanger submission deadline						
27	28	29	30	31		

CAR CONTROL CLINIC
Sunday, July 13 @ 10am
Augusta Government Center
in Verona, VA
see website for details

2008 AT-A-GLANCE

a quick look at events in 2008

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

VISIT SHN.PCA.ORG FOR DETAILS & UPDATES

MAY DAY, AUTOCROSS STYLE!

by Rick Ebinger

For our first autocross in Verona, we ended up with a perfect day for the event. Early in May is always a guessing game to the type of weather we may get. We have been very wet in the Valley this year, causing everything to be green and wonderful for those who wish to grow and build landscapes, but not always for auto events. We even have cold spells and not so great weather, but this day was not one of those. We had sun, warm weather, and a dry track; a good day for an event.

We had 16 drivers, with about half being of the Porsche persuasion. We had a lot of the regulars with some new blood mixed in. Paul Sponseller came out for his first autocross with his 2008 Cayman. Paul did very well, shaving off at least 13 seconds over the period of the day, and ended up with his last run, run #6, being his fastest. We also had a very nice lady from Lexington with her original 944 that she bought new with 74,000 miles and she was putting it though the paces. I instructed both and they really had a lot

of fun. The 944 was an automatic and a different animal for me to ride/drive in, but once you locked it in "1", it made the power to run and it was really neat to see the original car with owner. I still will always say you ride in an automatic, but you drive a stick. Sorry tip owners, personal preference. No time on the car, but it was fun to get the new drivers acquainted with such an event. Thanks for coming out newbie's!

The old crew also came out, with Howie, Jeffrey, and Mike running their usual good runs. Howie left the 944 and came back with Chess's 930. It was good to see the car, (and Chess) again, and the big surprise was the car drove home. (Had to do it Chess!) Good to see that. Jeffrey ran the Boxter S up to within 1.3 seconds of Erik in the 911. That car/driver is getting much quicker. Thanks Chess for selling the race tires to him, we all appreciate it. I got to run one time in Erik's 911; still waiting on the body man for my car back. All the parts are gathered up, including a 3.2 liter,

but they need a new host. Trust me, I do have a 914 somewhere out there. Hope to make it to a PCA event sometime this year. I probably just jinxed it; kind of like when they say "this guy never misses a foul shot". We'll see.

With the 16 runners, all had 6 judged times, with a ton of fun runs and time after the event. We still got out in the 3 PM hour, so lots of fun and lots of fast time on the track. We squeezed out a new design and had lots of high 2nd and 3rd runs, with some fast drift corners. I liked the set up and will look to do a spin on this again for our Driving school and our later events later this year.

Our next event is RPM and with a great banked oval in Richmond, Southside speedway, we should once again have a great day on the pavement. Please come out and participate, you will have fun and learn a lot about you and your car. I promise. Until then.....

AUTOCROSS RESULTS - MAY 4, 2008

	Class	First Name	Last Name	Car Model	Raw Time	Behind 1st	Best Run
1	oth	Wes	Harman	2002 WRX	68.826	0	6
2	oth	Ray	Schumin	Mini Cooper S 2006	70.975	-2.149	3
3	oth	Mick	Seal	Mazda Miata 2002	71.333	-2.507	2
4	oth	Fritz	Flynn	1995 RX7	71.795	-2.969	5
5	i01	Erik	Boody	73 Porsche 911	71.874	-3.048	2
6	i01	Rick	Ebinger	73 911	71.905	-3.079	1
7	oth	Mike	Moore	92 Mazda Miata	72.271	-3.445	5
8	s01	Jeffrey	Elmore	00 Porsche Boxster S	73.186	-4.36	6
9	p03	Howie	Dunbrack	1986 930	73.98	-5.154	6
10	oth	David	Lingenfelter	MX 5 1997	74.063	-5.237	4
11	p03	Mike	Kilmer	83 Porsche 911 Sc	75.214	-6.388	3
12	oth	Stephen	Grove	1985 Golf GTI	76.239	-7.413	3
13	oth	Brian	Cassidy	1992 Miata	76.856	-8.03	6
14	p03	Eric	Huggins	1988 911	77.849	-9.023	5
15	s01	Paul	Sponseller	2008 Cayman	90.868	-22.042	6
16	lad	Amanda	Ousiey	1992 Miata	94.392	-25.566	6

MEMBER MOMENT

KARIN Tackaberry

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

I am 36 and a Judge Advocate (lawyer) in the United States Army. I have been in the Army for almost 14 years. Right now I live in Bavaria, Germany midway between the cities of Nuremberg and Regensburg. I work at the Joint Multinational Training Center in Hohenfels, Germany. I moved here in May 2007 and after shipping my Cayman S from Charlottesville, it arrived here in June 2007.

What was your first car?

When I was 16 I shared a car with my mother. It was a 1986 Volkswagen Golf that we bought used. Eventually it was my car and I kept it until 1996.

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

My first and current Porsche is a 2006 Cayman S. I have no plans to ever sell this car, so I drive it almost every day. No real modifications, but it does have the navigation system and sport chrono package. Also, I do have the Porsche winter wheels and tires for it. The navigation system with Europe disk is awesome over here, and I have driven in a good amount of snow and love it.

Why did you choose this model?

I got my car in March 2006 very soon after they came to the U.S. I first saw pictures of the Cayman S online and fell in love with the styling and "lines." I get a thrill every day when I see the back end of my car. The back just seems to exude power. My husband and I went for a test drive with the thought we'd buy one in Germany in summer 2007. But, I fell in love with and didn't want to wait.

What is your earliest Porsche memory?

Although I am now a lawyer, I did study mechanical engineering in college. I have always loved cars and have "worshipped" Porsche engineering since I was a child. My first memories of Porsches were the early to mid 1970s 911s. As a kid, it was so neat to see one drive by in its bright color. Then, as a Senior in High School, my basketball coach had a red 944. After I was selected for First Team All-State in Texas, she let me drive her car. I was definitely hooked!

What is your dream Porsche and why? This is a hard question. I don't have just one dream car. I dream of owning a vintage Porsche. Although I would love a pristine one, I think I would also like a "fixer upper." For me, a 1960s or early to mid 1970s 911 (or 912) would be a great prospect. But, also considering the engineering, the advancements of Porsche are so remarkable that I must have a dream car that is out there today. The GT2 is just an amazing vehicle. It is my ultimate dream car.

What is your favorite Porsche-related activity? DRIVING! Why else own a Porsche? But driving isn't all the same, right? Well, since I live in Germany, I can really have fun driving. The autobahn still has some great stretches on it. There are times that it can be pretty crowded and stretches have speed limits, but fast driving is easy to do. With normal traffic I usually drive between 180-205 k/hr (between 110-125 miles per hour). The fastest I have gotten my car on the autobahn is 250 k/hr (155 mph). I only did that once and I was the only car on the road at that point. But, as I said, the autobahns can get crowded. The Germans are good about only passing in the left lane, but that still means

the occasional slow car jumps out unexpectedly. All the fast cars here also have good, big brakes! Although I love driving fast (it will be hard to return to the U.S. highways!), that's not the only driving pleasure in a Cayman. Anyone else who has a Cayman knows that the mid-engine in the car gives it an amazing weight ratio, so it can be more fun to drive the winding mountain roads than the autobahn. My daily drive is 20km (12 miles) each way on winding Bavarian roads. I still get the car up to about 80 mph in stretches, but have fun on the curves. My husband and I also have driven the Austrian Alpenstrasse and Deutsche Alpenstrasse. These are great roads with lots of hills and curves running in and out of Austria and Germany between Salzburg, Austria, through Garmisch, Germany and continuing on to Fuessen, Germany (this is where Neuschwanstein Castle is). In the summer there are many cars and motorcycles that travel the road for the pure fun of driving in the mountains.

What is your all-time favorite Porsche and why? Although I have my dream cars listed above, I don't think any Porsche can make me happier than my Cayman S. It is a great blend of cutting edge technology and design with great consideration of the classic Porsche. As I said, the mid engine is great for the balance, and sounds AWESOME!

What is your favorite driving song?

In the IPOD age, who can have just one driving song. Really I have two different playlists. One is just nice mellow music for the end of a long day. I can just get into my car, and unwind while taking the curves hard. Sarah McLachlan is great for this But, I also drive to the same playlist that gets me through workouts at the gym. This one is definitely fast and great for driving fast on the autobahn.

What non-Porsche activities do you enjoy?

My husband and I enjoy our travels in Europe. Unfortunately the currency exchange rate is not in our favor, but we definitely enjoy the drive when we do go. We both enjoy military history (especially European WWII), so we visit many historical places in Europe. In Germany, walking and hiking is something done everywhere. It's also great to find one of the many European Spa and Wellness hotels. Now we are just waiting for the new Porsche museum to open in Stuttgart. That is at the top of our list of things to do (of course that is a Porsche activity). Okay, performance cars and history, with some exercise and wellness... what more do we need?





RACING CORNER *2008 Grand-Am Rolex 250 at VIR* by Harry Kennison

The Shenandoah Region was well represented at Virginia International Raceway (VIR) for this year's Grand-Am Rolex 250 with several club members including Jeffrey Elmore, Gary Hagar, Alex Smith, Weldon and Phyllis Scroggum, Kerrigan Smith and Mackenzie from CDOC making the trip down to the scenic 3.3 mile road course near Danville, Virginia the last weekend in April.

Overcast skies threatened to rain on their parade, but fortunately held off for the race. This may not have been what the Porsche GT3 contingent would have

liked in the 26-car GT division where a slick track may have favored the Porsches instead of the big V-8 Pontiac GXP's. However, in the closely contested GT class the Porsche # 67 TRG GT3 driven by Spencer Pumpelly and Tim George finished second to the Pontiac GXP. The

#86 Leh Keen/Eric Lux GT3 Cup Porsche finished a strong third ahead of the other Pontiacs, Mazda RX-8s and Corvettes.

Things looked promising for Porsche in the Daytona Prototype division with the # 58 Brumos Porsche-Riley driven by

David Donohue and Darren Law qualifying third on the grid with the #23 Ruby Tuesday Porsche-Crawford of Joey Hand and Bill Auberlen along side in the fourth spot. The race was another story as the Brumos Porsche went out with a gearbox problem, and the Alex Jobe-prepared Ruby Tuesday machine soldiered on to take seventh after leading the race for several laps.



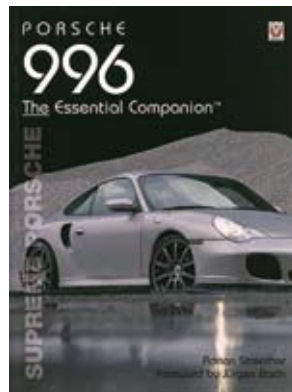
Photo Above: The #59 Brumos Porsche-Riley of J. C. France and Joao Barbosa is quickly attended to during a pit stop. Photo by Scott Hill

Photo Left: The Synergy Racing GT3 of David Murry and Leslie Long and the GT3 of Leh Keen and Eric Lux head a pack of Grand-Am GT cars including Mazda RX-8s and Pontiac GXPs around VIR. Photo by Scott Hill

BOOK EXCHANGER

Porsche 996: The Essential Companion

By Adrian Streater
Veloce Publishing
ISBN-13: 978-1-84584-096-9



Breathes there a man with soul so dead, who never to himself has said, "I wish I knew more about my Porsche"? For those who want to know more, Porsche enthusiast Adrian Streater had already written "companions" covering the 911SC, the 964, and the 993; his 996 volume just came out in May 2008. The list price of this softcover book is \$100, but you can get one for \$64 at Amazon.com.

For potential 996 owners, it contains a detailed buyer's guide listing all of the 996 variants, changes (e.g., glove boxes first appeared in 2002), and options. They are supplemented by descriptions, option codes, and discussions of buyer concerns such as the notorious rear main seal (RMS) failure. The author occasionally injects pithy comments ("Luggage compartment and engine lid mechanical lever release system replaced [in 2002] with a draw button electric motor driven system...if the battery goes flat the luggage compartment cannot be opened to get to it.").

From the moment it appeared, the 996 was criticized by Porsche purists for a variety of reasons: it looks too much like a Boxster (gasp!) and not enough like Butzi's original 901, it isn't a "real" 911 because the engine is water cooled, the interior contains too much plastic, the car was welded together by robots and not by gnomes in Stuttgart, etc. In my opinion, a used 996 offers a lot of bang for the buck because its "mystique" surcharge is relatively small for a Porsche. A good low-mileage 996 typically costs less than an older 993 and not much more than a 964. Going from a 1989 964 C4 to a 1999 996 C2 didn't cost me much and brought significantly improved performance (about 30% in power-to-weight ratio plus far nimbler handling), comfort (it is easier for a short person to

see out of a 996), safety (traction control, side air bags, etc.), and lower maintenance costs (no more expensive valve adjustments every year).

For actual 996 owners, this book is an owner's manual on steroids. It

is loaded with tables of part numbers and specifications, photographs, do-it-yourself instructions for minor maintenance work such as changing brake pads. There is also a chapter on performance modifications. Most of the material seems to be compiled from Porsche technical documents and looks very authoritative. Some has been contributed by nonprofessional enthusiasts and should be believed with caution, like you would treat material found on web forums such as Rennlist. Together these sections account for the bulk of this very bulky (656 pages) book, and the amount of detail can be mind-numbing. Think of it as a reference manual, not bedtime reading, unless you are trying to cure insomnia. Unfortunately, the index is too short, making it harder for the reader to look up specific information. For example, there is no listing for "lights" in either the main index or the table of contents. Only by going directly to the "Systems" chapter did I find the eight-page section on lights. The 1300 photos are sharp but small and black-and-white, as befits a shop manual; this is not your usual coffee-table book filled with gorgeous color shots of Porsches.

Despite these caveats, I highly recommend this book for anyone who owns a 996 or is seriously thinking about buying one. It brings together a mass of useful information and technical advice that is hard to find elsewhere, and I have already benefited several times from consulting it. *Reviewed by Jim Condon*

As Porsche owners we are fortunate for many reasons. The manufacturer of our vehicle is an enthusiastic entity and the marketing department is always producing something to keep the rank and file excited about the product.

I am a periodical junky. I am especially a Porsche periodical junky and as such have found some quite excellent magazines to feed the habit. Porsche of course brings us the monthly **Christophorus**, full of glamour and glitter. **Excellence Magazine** is a top drawer US publication that does a well rounded monthly job of touching on all things Porsche. and of course we have the very nicely produced **Panorama** that PCA sends us each month.

But the hard core fanatical enthusiasts publications seem to all come from abroad. The Japanese are maniacs for machinery (and I mean that in a very complementary sense). They produce some of the finest publications in the world. Sadly very few are in my native tongue so I don't seek them out.

The Brits, however, do an astounding job of bringing monthly publications on every marque worth the copy. **Octane Magazine** is always a great read and covers high performance cars of all ages and makes. **EVO Magazine** is another great read with more of a modern outlook. They each have at least one Porsche article each month.

There are three English magazines that really do a stellar job focusing on Porsche. **GT Porsche, 911 & Porsche World**, and **Total 911** are top drawer monthlies well worth the price of admission. I have trouble paying eight bucks for a magazine, but these are worth it. They always have something interesting whether you are a vintage enthusiast or simply want the latest news. Check them out at any of the good book sellers. I'll bet you cough up the purchase price and come back next month for more.

by Mark Stubbs

Detailing Part III, the dirty work: wheels and the engine compartment. In these two areas, more than any other, a little disassembly goes a long way. To thoroughly clean your wheels, you must pull them off the car. And to really get into hard to reach areas of the engine, a few of the uppermost pieces need to be removed. In both cases, you'll save yourself time, get the job done better, and come away with your knuckles intact by doing a little wrenching first.

So you've got the wheels off the car. Most Porsche wheels have a 5 spoke pattern. For any of these, getting into all the little corners shouldn't be a hassle with a soapy rag. If you've got some of Porsche's other offerings with a tighter spoke pattern or a mesh/honeycomb style, you'll probably need a brush. Look for a brush with a plastic or wooden "paddle-style" handle and bristles that are stiff enough for the job, but soft on the ends so that they won't leave fine scratches. These days, boar's hair seems to be the bristle-of-choice. Avoid any brushes that use metal wire to hold the bristles together. They do a great job of getting into tight spots, but the metal wire will leave horrible scratches all over the place.

The dirtiest part of your wheels will be the interior of the dish, behind the spokes. It's covered in brake dust. Begin by scrubbing as much of the brake dust off as you can with soap and water. Now comes the tough part. What's left is a combination of road tar, grease and oil, and leftover stick-um from old wheel weights. You're going to need a solvent

to get this mess up. I've had success with either Goof-off or mineral spirits. Dry the wheel off, put on some rubber gloves, and go to work using the solvent on an old microfiber towel. Patience and a bit of elbow grease should get most of it to loosen up. For the really stubborn bits, try using a plastic scraper, such as those for spreading body filler or wood putty. As soon as you've finished up with the solvent on a particular spot, be sure to go over it with the soap and water. You don't want the solvent to go to work on your wheel's finish. For the outside surfaces of your wheels, the procedure is the same. Fortunately, the outside should be cleaner, so you probably won't need the scraper. Once the wheel is clean to your satisfaction, dry it off and wax it inside and out, just like you would any other painted surface. The best wax for this application is probably Rejex, but any synthetic will work. Carnauba waxes aren't the best choice here because they won't last. The wax will make future clean-ups a lot easier, and you should be able to get away with leaving the wheels on the car for quite a few cleanings.

Clean-up in the engine compartment is a job that can be as big as you want to make it. For those brave enough to do some engine detailing, but not so obsessive as to think of removing the engine and rebuilding anew, here are a few pointers. Start by wiping down all of the major and accessible surfaces with a wet towel. This should help to identify where most of the cleaning needs to be done and just how dirty things under the hood really are. If you're still in this, now's the time to take a few things

apart. Remove some of the big top-end components that are in the way. These include air cleaners, intake tubing, or air filter boxes. They'll be easier to clean outside of the car, and they'll give you easy access to all that's underneath. If you're going so far



as to remove spark plug wires or unhook electrical connections, put a piece of masking tape on each end and identify where each needs to go when putting things back together. Getting these mixed up is no fun at all! Use clean shop towels secured with tight rubber bands to cover up open carburetors or throttle bodies, and protect any open electrical connectors with more of the masking tape. You sure don't want anything dropping into the engine or getting into the electrical connections. Once you've got as much of the engine exposed as you want, use a mild degreaser such as Simple Green and a towel or brush to scrub away. It's helpful to have a wet-dry vacuum handy to get any big dirt as it loosens up. When the engine itself meets your standards, move on to the sheet metal around the engine and the underside of the hood. This may require a bit of the degreaser as well, but it shouldn't be as bad as the engine. Afterwards, a cleaner-wax is a great way to finish the painted surfaces in the engine compartment. Now you can move on to any of the parts you removed from the engine compartment. Clean these with either a good plastic cleaner (newer cars) or the degreaser and a coat of wax (older cars). Reassemble everything, close the hood, bandage any wounds, and reward yourself for a job well done with your favorite ice cold beverage.

Happy driving and wrenching!



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TREASURER'S REPORT

gay jewett

Balance 4/26/08 \$7,384.64

Date	Category	Income	Expense
5/12/08	RPM 2008 sponsors-Import Autohaus,Burleigh	1,000.00	
5/12/08	HE-ad-Werkstatt(144);Autosport(432)	576.00	
5/12/08	Merchandise	4.00	
5/14/08	RPM 2008-mail brochures		98.92
5/14/08	HE-mail May		149.19
5/14/08	HE-print May		472.92
5/22/08	RPM 2008 sponsor-CDOC	1,000.00	
5/22/08	RPM 2008 registrations	1,040.00	
	Totals	3,620.00	721.03

Balance 5/26/08 \$10,283.61

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MEMBERSHIP REPORT

rebecca morgan

Shenandoah Region has 205 Primary Members

No new members this month....sniff sniff.

Please encourage your Porsche friends to join the Shenandoah Region if they aren't already a member. The more the merrier!

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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For sale: Set of 4 fake Fuchs 16"X7" and 8" \$225 Contact Gary at 434-974-7050.

For sale: Speedometer, new in the box. Part # 911 641 534 00. Fits 1976 911 Turbo. 110mm diameter. 180 mph. \$225. 804.262.2513, rebecca@girlwerk.com.

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, arctic 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 stainless 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.

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.

PORSCHE PARADE Update

Signed-up for a race shop tour?

If you've signed up to tour the Hendrick and Penske race shops, you should have received an email regarding your participation and to confirm your attendance. The number of participants far-exceeded expectations. Hence, tour planners have added more tours throughout the week in order to accommodate everyone. Please check your email regarding your tour day and to reconfirm participation.

Parade Banquets

If you're attending a Parade banquet, they will be held at the Charlotte Convention Center, directly across the street from the host hotel, the Westin. Please be advised that the bars at the convention center are cash only. They will not accept credit cards or room-charges. Bottles of wine will be available for purchase at the Concours and Victory banquets. Participants can use cash or credit cards to purchase bottles of wine at either banquet.

When in doubt, check the website!

For any information and updates regarding the Charlotte Parade, please check the website at www.paradecharlotte.org. There you'll find the latest Parade information as we count down to Parade. Your friends in the Carolinas region continue to work diligently to put on a spectacular event and one of the best Parades ever!

Welcome to Charlotte!

By Catherine Bonfiglio, Communications Chair



- **Can I write-off my new Porsche Cayenne GTS as a business expense?**
- **Is Racing/DE/AutoX tax deductible?**

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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>



Shenandoah region member, Gary Hagar, stands next to the battle-scarred Synergy Racing GT3 Cup Porsche in the VIR paddock. The #80 Synergy Racing GT3 finished 14th in class. *Photo by Jeffrey Elmore*