

# *The Heat Exchanger*

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



# *The Heat Exchanger*



The RPM line up...ear,ly 911's and 914's... Details Page 9  
Volume 7, Issue 6 July 2003 Shenandoah Region PCA

**Shenandoah Region, PCA Officers**



**Check out our web site: <http://shn.pca.org>**

**President-Rick Ebinger**

161 Tye River Turnpike  
Vesuvius, VA 24483  
fle@rica.net  
(H) 540-377-5544  
(W) 540-248-9691

**Vice President-Phyllis Scrogam**

2939 W. Main  
Waynesboro, VA 22980  
scrogam@gandw.com  
(H) 540-943-3503  
(W) 540-942-5285

**Secretary-Dave Lasch**

101 Stuart Place  
Charlottesville, VA 22903  
dlasch00@hotmail.com  
(H) 434-296-3229  
(W) 434-244-5123

**Treasurer-Gay Jewett**

143 West Square Court.  
Richmond, VA 23233  
gayjewett@attbi.com  
(H) 804-708-0007  
(W) 804-257-7251

**Newsletter-Philip Audibert**

9116 Open Gate Rd.  
Gordonsville, VA 22942  
Phlobear@aol.com  
(H) 540-832-3509

**Safety Chairman-Erik Boody**

1126 Miller Farm Road  
Staunton, VA 24401  
eboody@rica.net  
540-885-8504

**Driving Event Chairman-**

**Rick Ebinger**  
161 Tye River Turnpike  
Vesuvius, VA 24483  
fle@rica.net  
(H) 540-377-5544  
(W) 540-248-9691

**Membership-Mel Brannan**

2166 Hunter's Mill Rd.  
Powhatan, VA  
804-598-9767 (H)  
Mel@BrannanConsulting.com

**Social-Mike Shutty**

396 Summerdean Rd.  
Middlebrook, VA 24459  
mshutty@wsh.state.va.us  
540-885-8202

**RPM-Alex Smith**

12200 Old Buckingham Rd.  
Midlothian, VA 23113  
(H) 804-794-6579  
(W) 804-741-9704

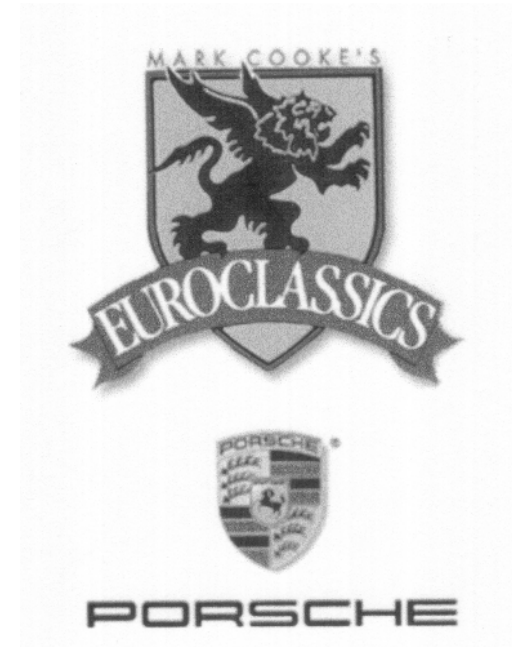
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Abingdon, MD 21009  
carrerados@aol.com  
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**Treasurer's Report.....**

**Expenses**

<i>Income</i>	
Sponsors: Joy Tupper (\$1000), Susie Audibert (\$250), Midlothian Car Care (\$300), Import Autohaus (\$500), Radio Communications (\$500), Crown Porsche (\$800), Euroclassics (\$1500), PCNA (\$250).	Dash plaques.....\$52.28
Total sponsors ..... \$5100.00	Brochures/postcards.....\$396.61
Registrations and merchandise (including t-shirts, stickers, C-D's but not auction , golf shirts, hats)	Postage.....\$50.09
Total registrations, sales.....\$4201.00	Walton Park.....\$195.00
<b>Total RPM Income.....\$9301.00</b>	Supplies, gifts, drinks.....\$115.93
	Southside Speedway.....\$210.00
	RPM booklets.....\$114.95
	T-shirts.....\$915.66
	Stickers.....\$409.67
	Saturday lunch for 109.....\$2386.26
	Saturday dinner for 40.....\$1549.74
	Saturday lunch for 40.....\$271.14
	<b>Total RPM expenses.....\$6677.33</b>
	<b>Total RPM profit.....\$2633.67</b>

**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.

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**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.....**

- ◆ **July 19**– "Up Along the Blue Ridge" Sightseeing Tour (See details, page )
- 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.....

### Porsche Month

I might as well call this Porsche month. We had our annual RPM in Richmond and it went well. Alex Smith and company put on a first rate show and even the weather cooperated. I think this was our biggest to date and a comment was passed how the event just gets better and better each year.

It's like polishing a fine piece of silver. The more you do it, the better it is.

Again thanks to everyone who contributed and came. If you missed it, you missed a lot!

I am writing this article at the Porsche Parade. Erik Boody and I came down to check it out. It is in Tampa, Florida and Boy is it hot! We have seen a lot and expect an article and pictures in the next Heat Exchanger. We were able to see the Sebring race track, the Collier Museum in Naples and the autocross at a local airport. It was educational and since our Zone is putting on a Parade in 2005, we figured we should come and check one out. More on this in the next Newsletter.

Autocross News. We have been unsuccessful in locking in the Crewe Airport with First Settlers, so we have planned another **autocross at the Augusta Government Center**. This will be **July 27th**. Please keep an eye on the web page for any changes. We may still do something at Crewe later in the year. One last note on autocrossing: there is an SCCA autocross the Sunday prior to ours, July 20th at the Government Center. Their event is different than what we normally put on, so come early...no later than 9:00 AM. They usually draw 100 cars for their events. So if you're interested in seeing how you'd do against these guys, come out and play.

That's it for now. Enjoy your July!

Rick

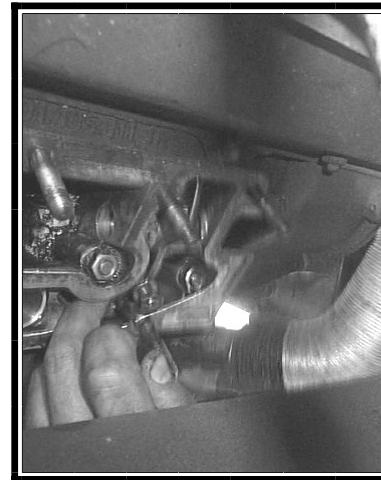


PORSCHE

(Continued from page 11)

pulley. This will rotate the crank pulley which is not easily accessible. Make sure the transmission is in neutral and rotate the engine (only rotate it in the direction the engine would if running) so the "Z1" marking on the crank pulley lines up with the mark on the bottom of the fan housing. Now look at the distributor and make sure that the ignition rotor is pointing to the number one plug wire or your engine might not be at TDC. There is also a mark on the distributor housing (varies by model) that will clarify whether it is at TDC for cylinder 1. The number 1 cylinder is the closest to you and on your left if you are looking at the fan and housing. The number 6 cylinder is the furthest away from you on your right.

6. Now that you have found TDC go to the number 1 cylinder intake or exhaust valves (pick one but check both!) and insert your valve adjustment feeler gauge between the adjuster and the top of the valve stem. It should have a slight drag but not be loose or so tight that it won't drag.



7. If you need to make an adjustment you will have to loosen the 13 mm lock nut on the top of the rocker arm and turn the adjuster with a flat screwdriver. It might become a bit difficult to hold the nut, adjuster and feeler gauge in place but, it can be done. Once you have accomplished the slight drag feel, hold the adjuster in place and tighten the nut to lock it in place.

8. Moving on to the next set of valves is easy. The crank pulley has marks at 120 degrees and the next cylinder is noted by the firing order sticker under the hood. If your sticker is missing it is 1-6-2-4-3-5. Follow the firing order adjust the rest of the valves as needed. Once completed, reverse the removal procedure to bring it back to running condition.

9. Some important points- Don't forget to reinstall your drain plugs with new washers and fill with the proper level of oil. When you install the oil filter make sure the old gasket seal didn't stick to the housing and put a slight coating of oil on the new gasket. Make sure you use new valve cover gaskets unless you have the type that are reusable. Do not over torque the valve covers (5.9ft-lbs) because they are easily warped and tighten them from the inside out. Check everything twice if this is your first time. If you adjusted them for a noise it may not be just a clearance issue. Make sure to inspect the valve train while you have it exposed just in case a part has caused a noise.



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**PORSCHE**



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## From the Editor's Desk.....

### *The Gift of Blarney*

And just what is the connection anyway between a traditional Irish Music band and a gathering of precision German automobiles anyway?

It came to me in the middle of a lively reel as my band the Ryegrass Rollers played at RPM: Mrs. Tupper, our wild Irish Rose, of course.

Joy Tupper is Gail Smith's Editor, Phil Audibert mother...uh, that would make her RPM founder/host/organizer Alex Smith's, mother-in-law. She also happens to be a major sponsor of RPM, and I believe she was born in the old country.

Anyway, Mrs. Tupper wore her Kelly green leprechaun hat, and she positioned herself directly in front of us, and as far as we could tell, enjoyed herself thoroughly. I know WE loved playing for her.

When we were done, she proved to us she's Irish. She said, "you're better than the Chieftains." Now THAT'S the gift of Blarney!

### *No Heat Exchanger next month.....*

The month of July is dead around here. So, the Heat Exchanger is going on a vacation...to Nova Scotia, where we hope to drive the Cabot Trail with the top down. You can bet there will be an article about it in the September *Heat Exchanger*.

So, all you kind folks who contribute to this publication are off the hook for a month. But, **please** return to our regularly scheduled programming at the end of August for the September issue! Editor Phil



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**Up Along the Blue Ridge Tour -- Saturday, July 19th.**

**By Mike Shutt**



Now that the spring monsoon has stopped, we have planned a great country drive along the east side of the Blue Ridge Mountains.

We will start at 10AM in the little village of Crozet at the base of Rockfish Gap. Graves Mountain Lodge in Syria, Virginia, will welcome us for lunch -- when they heard that we were driving Porsches, they said, "Please have them park on our front lawn so all can enjoy their beautiful curves!" Really, they said that!

Along the way, we will pass antique shops and even an antique car museum (they have not responded to my emails yet, but just maybe ...).

To get to the **start point**: Exit I-64 (east or west) at Exit 107 (Crozet exit) and take Rt. 250 East to the first stoplight at Rt.240 (about 2 miles). Turn left at the stoplight towards Crozet. In Crozet, go through the first stoplight, then under a railroad bridge, and you will see an AMOCO station on the corner. Pull into their big parking lot; we will all be gathering in the back lot.

Sounds like a rally doesn't it? But it is easy to find. Lunch at the Lodge is about \$10.00 (all you can eat) and the Museum is \$5 per person (if they will open it for us). See you there!

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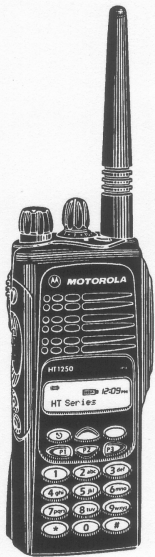
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## Richmond Porsche Meet “best yet” ...

By Phil Audibert

All we can say here in the **Shenandoah Region** is, “the weather Gods smiled upon Alex Smith the weekend of June 14<sup>th</sup> and 15<sup>th</sup>.”

Consider the odds. This has been one of the wettest spring/early summers ever recorded. Nine out of ten prior weekends had been wash outs. But when 54 Porsche cars, arranged by model number from 356 to 996, parked on Alex’s lawn Saturday morning, it didn’t rain a drop.

Some of Alex’s friends even called him Saturday morning to offer their condolences. You see, it was raining on Broad Street in Richmond at 10 AM that morning. But it held off a short distance away in Midlothian.

It was a great day...the “best yet,” according to Smith.

Following the Concours Saturday morning, participants lined up for a standing-room-only gourmet catered barbecue lunch at the “Café Carrera.” To keep things from getting too boring in the buffet line, this newsletter editor’s traditional Irish music band, the Ryegrass Rollers, churned out a lively mix of jigs, reels, hornpipes and songs, much to the enjoyment of RPM queen, Joy Tupper.

“The variety this year was outstanding,” said Smith of this seventh annual RPM. “We had one of the finest collections of early 911’s I’ve ever seen.” Even, National President, Tom Bobbitt came in from neighboring First Settler’s Region with his new GT3 Cup Car in tow.

The weather continued to cooperate as entrants tooled off on a 57 mile “drive about” along scenic roads. Later participants gathered at sponsor Mark

*(Continued on page 6)*

**RPM PIX.....**



RPM "Queen," Joy Tupper gets into the spirit of things as the Ryegrass Rollers jig and reel in the background.

*(Continued from page 5)*

Cooke's Euroclassics for a tech session.

Early the next morning 25 competitors convened at Southside Speedway for a close and mishap-free autocross on a banked oval track under threatening skies. Only later, as an impromptu convoy of Porsches headed home on I-64, the heavens opened up. But by that time, everything had been put away until next year.



"Miss Susie" cuts a fine fashion statement in her '65 356C and matching driving cap.

"I think the event has created its own momentum," said an exhausted but visibly relieved Smith.

Both photos this page by Jeanette Brannan

**Tech-Tactics.....**

*By Harold Singh*

Club member Harold Singh is an ASE, I-CAR, DuPont certified tech. Ideas or suggestions for articles? Contact him: Collect-ed1@aol.com.

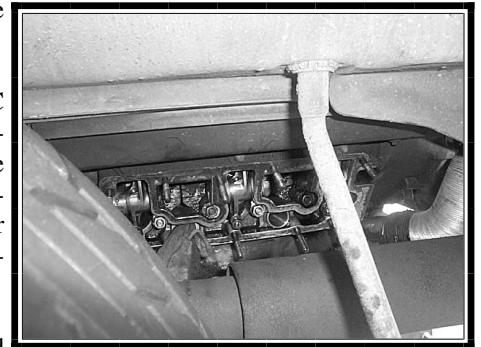
**"TAP-TAP-TAP"**

As many of you know, the valves on your engine need to be adjusted to keep your engine running smoothly. As a matter of pride, the Porsche engine should be kept adjusted so that your German exotic sounds healthy. Once you know the basics of the adjustment it can be done very easily. Practice makes perfect. Plan on a full weekend if you have never attempted to adjust your valves before and keep a good reference manual handy. This will give you a brief overview. Make sure you have already planned on an oil change since it will need to be drained.

1. Using a good jack and a block of wood as a cushion, lift the vehicle on the case and install your jack stands. Make sure you test the stability before you get under the vehicle.

2. Drain the oil from the tank and the sump. You'll need a VERY large drain pan or two pans (a large and regular size pan) to contain all of the oil. Remove the filter and let it drain into the pan as well.

3. If your car is equipped with A/C you will need to remove the compressor. Make sure you close the valves on the A/C lines to the compressor before you remove it or you will lose the Freon in the system.



4. Remove the plug wires and valve covers. Do not remove the spark plugs yet. It may be slightly harder to turn the engine but, you won't have to worry about particles of carbon or other foreign objects falling in the cylinders or holding a valve open. Label where the wires are installed. You should have a valve cover kit that includes washers and nuts with the gaskets. Some gaskets have a bead of silicone on them and are designed to be used more than once.

5. Now that the valve covers are off you need to set the engine valve timing to TDC (top dead center). Use a large socket or the fan pulley tool to turn the fan

*(Continued on page 15)*



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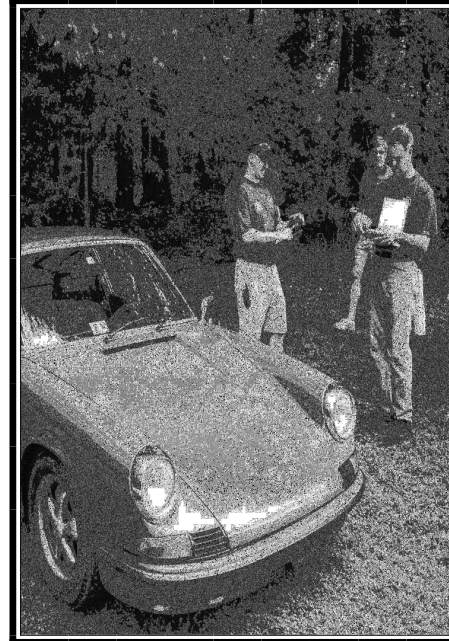
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Concours judges do their thing.



There were some new cars too at RPM. Photos this page by Phil Audibert

**Concours Results**

**356-914**

- 1) Pat Daly-'63 356B, 206 pts.
- 2) Mike Kearns-'61 356 B, 197 pts.
- 3) Dan Wolkomir- '73 914, 176 pts.

**Early 911**

- 1) Andy Turner-'85 Carrera Coupe, 205 pts.
- 2) Herb Distefano-'75 911S Coupe, 200 pts.
- 3) Bruce & Sandra Kozlowski-'87 Carrera Coupe, 199 pts.

**964-963**

- 1) Gay Jewett-'97 Carrera Coupe, 221pts.
- 2) Bill Hamill-'98 Carrera Cabriolet, 217 pts.
- 3) Herb Distefano-'91 Carrera-2 Cabriolet, 203 pts

**996 & Boxster**

- 1) Mark Motley-'02 Carrera Cabriolet, 231 pts. **Best in Show!**
- 2) Alex Smith- '00 Millenium Coupe, 225 pts.
- 3) Doug & Alan Wayne- '01 Speed Yellow Boxster, 211 pts.

**Front engine cars**

- 1) Brian Bass- '86 944, 226 pts.
- 2) Howie Dunbrack- '86 944 Turbo, 214 pts.
- 3) John Homs- '86 928, 201 pts.

Perfect score- 235

**Autocross results.....By Rick**

Who could have guessed? Who would have dared we would have not one good day of weather on Saturday, but we would actually follow that great day up with a second at Southside Speedway.

We had 25 contestants join in the fun with a guest visit from a Cayenne driven by Gary Hooper. He did turn a 53.307. We had a strong showing in the early class this time with 11 of the 25 cars falling into this category.

Many familiar and strong cars and drivers came out and it made for a very interesting afternoon. I am going to post the results and let them speak for themselves.

I do, however want to thank the people behind the scenes who helped me pull the day off. Without Erik Boody, who was unable to attend due to a family obligation, many people stepped up to help and for that I am very grateful. First we must start with the person in charge of weather. Alex Smith appointed Joy Tupper in charge of weather, and she came though.

We had some hard workers doing the cone chasing all day; Erin, (a.k.a."Wall babe") and Phillip...Thanks. Kerrigan and Mark helped set up the course and helped throughout the day. Bryce, Mel, Susie, and especially Jennifer really helped a lot by running the starting grid and the records and timing. It is amazing how many people jumped in and helped pull this event off.

We arrived on the site at 8:30 AM, first car off at 10:30, last car done at 1:40, off the lot at 2:20 PM with four runs for everyone. The people who really stepped up and helped deserve all of the credit and I would like to thank those I have mentioned. Great event, great weekend, and great club.

Thanks guys.....

Name	Car	Class	Time	Pts.
1 Bobby Smith	914 racer	early	41.853	3
2 John Kessler	911	early	44.608	2
3 Rick Ebinger	914 Turbo	early	44.812	1
4 Bill Whitehead	911	early	45.095	
5 Phil Audibert	Boxster	Boxster	46.897	3
6 Dave Armentrout	911	early	48.183	
7 Alex Smith	993	993 & 996	48.268	3
8 Chess Earman	930	'80-'94 911	48.723	3
9 Bryce Jewett	993	993 & 996	48.767	2
10 Brian Bass	944	944	48.982	3

Name	Car	Class	Time	Pts.
11 Mel Brannan	911	'80-'94 911	49.182	2
12 Susie Audibert	Boxster	Boxster	49.612	2/3
13 Kerrigan Smith	Audi S4	other	50.009	3
14 Dan Wolkomir	914	early	50.123	
15 Emily Wolkomir	Integra	other	50.569	2/2
16 Andy Turner	911	'80-'94 911	50.598	1
17 Bruce Shaw	914 racer	early	50.640	
18 Mark Gallager	911	early	50.791	
19 Howie Dunbrack	944	944	50.905	2
20 Pat Daily	356	early	52.840	
21 Roy Turner	911	early	52.936	
22 Pat Daily	Eclipse	other	55.253	1
23 Michael Kerns	911	early	57.361	
24 Shannon Daily	Eclipse	other	60.669	1
25 Herb Distefano	911 convert.	'80-'94 911	60.829	

