

*The Heat Exchanger*

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



*The  
Heat  
Exchanger*

RPM Fashion statement.....More Pix, Pages 7-14  
Volume 9, Issue 7 July 2005 Shenandoah Region PCA

# CHALLENGE GRANT '05 GIVING EVERYONE A CHANCE TO WIN



Crown Porsche of Charlottesville is donating a two-year lease on a 2005 Porsche Boxster convertible for a raffle to benefit the Computers4Kids (C4K) Program.

For more information on how you can purchase a ticket for the Boxster lease or one of the other exciting prizes, please visit [www.computers4kids.net](http://www.computers4kids.net)



1295 Richmond Road  
Charlottesville Va.  
434.979.7222  
Toll-Free: 866.841.6253



Honorary Co-Chairs, Coach Al and Anne Groh

C4K is a not-for-profit organization that matches disadvantaged students from the Charlottesville and Albemarle area with volunteer adult mentors. At the C4K Learning Lab, mentors help students develop computer and learning skills to earn a computer of their own.



Cover shot:: Rebecca Morgan makes a pretty good match! Photo by Phil Audibert

# The *fix* for your performance addiction.



Extremely light & comfortable seats for street or track.



Short shift kits, oil coolers & more.



Racing gloves, shoes & gear bags.



The finest car care products available.



Die-cast replicas of muscle cars, race cars & other classics.



Filtration performance for any car.



Brake pads for street, track, car and truck.



Organization for the garage and trailer.



High performance slotted brake rotors.



Stainless steel headers & cat-back systems.



Performance additives, octane boosters and lubricants.



Barstool Go-Carts, a must for any performance enthusiast.

Your source for performance enhancing parts for your street or track car.



900 Preston Ave.  
Charlottesville, VA 22903  
T: 434-971-8900 F: 434-977-2866  
[info@cdoc.com](mailto:info@cdoc.com) / [www.cdoc.com](http://www.cdoc.com)

**Shenandoah Region, PCA Officers**



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

**President/Phyllis Scrogam**

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

**Vice President-Herb Distefano**

11100 Emery Lane  
Bumpass, VA 23024  
herbd911@adelphia.net  
804-448-3448

**Secretary-Dave Lasch**

101 Stuart Place  
Charlottesville, VA22903  
dlasch00@hotmail.com  
(H) 434-296-3229

**Treasurer-Gay Jewett**

143 West Square Court.  
Richmond, VA 23238  
gayjewett@comcast.net  
(H) 804-708-0007  
(W) 804-257-7251

**Newsletter-Philip Audibert**

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

**Newsletter Ad Manager**

Johnny Johnson  
292 Blackthorn Lane  
Charlottesville, VA 22902  
434-981-0524  
Jjvirginian@aol.com

**Driver's Ed. Chmn. & Past President.-Rick Ebinger**

161 Tye River Turnpike  
Vesuvius, VA 24483

fle@rica.net

(H) 540-377-5544

(W) 540-248-9691

**Safety Chmn.-Erik Boody**

1126 Miller Farm Road  
Staunton, VA 24401  
ERIKANDBJ@PEOPLEPC.COM  
540-885-8504

**Membership-Mel Brannan**

2166 Hunter's Mill Rd.  
Powhatan, VA  
804-598-9767 (H)  
MadMelRacing@adelphia.net

**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

**Zone 2 Rep-Jim Becker**

3438 Wild Cherry Lane  
East Stroudsburg, PA 18301  
jimmar@ptd.net  
(H) 570-629-5568

(FX) 570-424-7361

**Web Master- Tyler Charles**

813 Roseneath Road  
Richmond, VA 23221  
Tyler.charles@richmond.edu  
(H) 804-562-6866



**Calendar of Events**

**July 17- July Jam...Mike's Rally through Augusta County ending at his house with a rumored performance of the PCA Blooz Doodz. Directions: Pg. 5**

Aug. 7- Autocross, Augusta Gov't Center, Verona, 10 AM.

Aug. 27- Shenandoah Region's Tenth Birthday Party at Herb Distefano's house on Lake Anna. Pontoon Boat rides! Burgers and Dogs, Cake & Ice Cream! Tour Lake Anna by land or by sea! 12 Noon

Sept. 15- Social/Meeting, 7 PM TBA

Sept. 18- Autocross, Augusta Gov't Center, Verona 10 AM

Oct. 14- Euroclassics Driver's Ed Event, VIR **This date has changed from a Monday to a Friday. Update your calendar!**

Oct. 22-23- Synergy Racing's annual Fall Fling, VIR

Nov. 17- Social/Meeting, 7 PM TBA

Dec. 4- Annual Christmas Party, TBA

**Table of Contents**

Calendar of Events	Page 1
From the Editor's Desk	Pages 3, 4
President's Letter	Page 5
July Jam, Rally directions	Page 5
RPM Photos- A Rare Bird	Pages 7
RPM Concours results & Photos	Pages 8, 9
Fast Freida's Last Dance	Page 11, 12, 13
RPM Faces in the Crowd	Page 14
Autocross Results	Pages 15, 16, 17
Membership Report	Page 18
Luray Tour	Page 19, 27
Techtactics- Gear Guide Part 2	Pages 21, 23
Treasurer's Report, Das Market	Page 27



***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 12 times per year 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.

**Reproduction of this newsletter** is permitted only with written consent of the Newsletter Editor. Porsche and the Porsche crest are trademarked property of PCNA. Changes of address should be sent to the Membership Chairman and to PCA National offices in care of Diana Tringali at PO Box 5900 Springfield, VA 22150, 703-451-9000

**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:** \$75/month full page inside front and back covers, \$50/month-full page interior (7-1/4" high by 4-1/2" wide), \$30/month-half page (3-3/4" high by 4-1/2" wide), \$20/month- quarter page/business card (3-1/2" by 2"; specify landscape or portrait orientation). We prefer ads to run for a minimum of six issues, preferably 12 (one year), and are due and payable in advance. All ads are in black and white and must be sent in a reproducible format such as Adobe PDF, JPEG or Microsoft Publisher files. Send all ads and inquiries to the **ADVERTISING MANAGER, Johnny Johnson** at **Jjvirginian@aol.com**, or call **434-981-0524**. Do not contact the Editor about ads.

**Das Market ads** for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 26th of the month prior to publication. These classifieds are free of charge for Shenandoah Region PCA members and all Das Market ads will be purged after running. All others who want to run a classified ad in Das Market will be charged \$1.00/line.

(Continued from page 19)

antidotes about his memories of working for an automobile restorer in Broadway, Virginia – including the restoration and exploding of a Stanley Steamer. Apparently, it did not “explode to bits”, but the moral to the story, I think, was that you need to start these things carefully! The sign at the museum stated that the boiler was wrapped in piano wire to prevent an explosion from hurting the driver.

We had a nice time. As for German iron, we observed an early Benz (1904?) – a fragile looking carriage sort of thing – that contrasted sharply with one manufactured 30 years later. The latter looked like something that Quella de’Ville drove (in search of a good fur coat) – what a difference 30 years makes. Afterwards, we drove up over Massanutten Mountain on Route 211, passing lots of bikers, and then went our separate ways. We missed seeing any other Porsche folks.

**Das Market:**

2000 Boxster, Guards Red, Black Leather, 2.7 Litre, Sport Package, 17" wheels, colored crest wheel center. \$45,822 New, \$25,900 Kelly Blue Book, \$23,900 YOUR PRICE. Call Andy 800-896-7021 or email dandyturner@adelphia.net

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

<b>Balance as of 5/31/05</b>		<b>\$12,204.38</b>	
Date	Category	Income	Expense
6/1	PCA Nat'l- sponsor RPM	300.00	
6/3	RPM Registrations	930.00	
6/4	RPM- Ukrops, sodas, water		33.20
6/5	RPM-Schlotzsky's box lunches		354.38
6/5	RPM- Prizes, Walton Park, etc.		245.66
6/6	Sign-A-Rama-Birthday banner		150.00
6/6	RPM-Registrations	1492.00	
6/6	RPM Merchandise	177.00	
6/6	Heat Exchanger Ad	300.00	
6/7	RPM supplies		41.40
6/8	RPM T-shirts		1067.40
6/8	RPM- Caterer, lunch & dinner		5046.30
6/12	Print Heat Exchanger		385.79
6/12	Mail Heat Exchanger		86.44
<b>Totals</b>		<b>3199.00</b>	<b>7410.57</b>
<b>Balance as of 6/25/05</b>		<b>\$7992.81</b>	

All indications are that RPM will once again net \$3000!



## You're timing is perfect

### Euroclassics Porsche

11906 Midlothian Turnpike, Midlothian VA 23113

[www.euroclassicsporsche.com](http://www.euroclassicsporsche.com)

804-794-6868

## From the Editor's Desk

### *Heckuva RPM....*

**T**hat was a heckuva RPM! So many beautiful cars that Alex Smith's yard almost ran out of room!

Some heavy hitters in PCA, PCNA and the racing world were also in attendance. And, there was neat stuff going on in various corners. How about that car wax demo put on by Larry Emmons, or how about that Lotus Elise that snuck in.

Last year's RPM was cold and wet. But this year Alex Smith reports 70 cars were shown, three race cars showed up, and more than 100 were served lunch. "Best year ever by all measure," he reports.

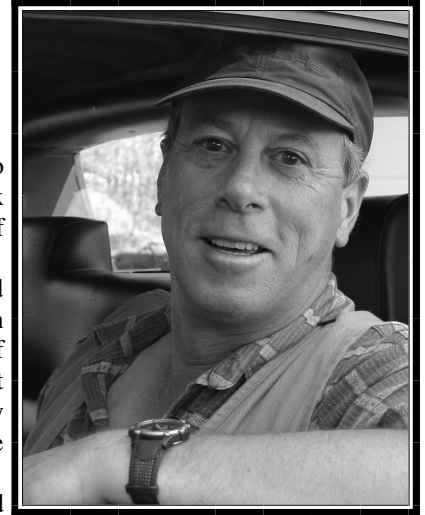
And how about that autocross. Count 'em, 32 entries, and all of them Porsches.

Now turn to page 19 and read Mike Shetty's account of the Tour to Luray Caverns back in May. Only two people showed up, Mike and the Tour's organizer, Robert Whissen. Wha' happened? Maybe it was too nice a day to ride around in the beautiful Virginia countryside in a precision German automobile. Not.

Or look at the entries for the May autocross published in the June edition of the *Heat Exchanger*. There were more "other" cars than Porsches. C'mon guys, Verona is not THAT far away. And it's safer too!

I guess what I'm driving at is that this is a truly outstanding club with

*(Continued on page 4)*



Editor, Phil Audibert

# PrintSource

*We've Been Part of Your Community Since 1994*

3315 Berkmar Drive • Charlottesville, Virginia 22901

[www.printsourceva.com](http://www.printsourceva.com) 434 975 3000

*RPM 2005 Sponsors...Thank You*

<i>Joy Stevenson Tupper</i>	<i>Meguiars</i>
<i>Euroclassics Porsche-Richmond</i>	<i>Griot's Garage</i>
<i>Radio Communications Of Virginia-Glen Allen</i>	<i>Crown Motorcars-Charlottesville</i>
<i>Susie Audibert</i>	<i>Synergy Racing-Danville</i>
<i>Porsche Cars of North America-Atlanta</i>	<i>Emmons Coachworks-Williamsburg</i>
<i>Owen Suter-Richmond</i>	<i>Mid America Motorworks</i>
<i>Import Autohaus-Richmond</i>	<i>CDOC-Charlottesville</i>
<i>Larry Green Tire &amp; Exhaust-Richmond</i>	<i>G &amp; W Motorwerkes-Waynesboro</i>
<i>Print Source-Charlottesville</i>	<i>Lufteknik-Richmond</i>

*(Continued from page 3)*

truly outstanding resources. Let's take advantage of them and participate. So, be sure to write down August 27th in your calendar. That's our tenth birthday party, and it's going to be a blast, with boat rides, scenic tours, burgers and dogs, cake and ice cream. Full details will be published in the next issue of the *Heat Exchanger*.

**Thanks for helping.....**

Alex Smith would be the first to say there is no way he could have done all that alone. So here are some special heart felt thanks to the volunteers who made RPM such a success this year:

Concours Judges: **Dave Lasch, Jack Bair, Tyler Charles, Steve Tupper, Daryl and Chad Hurst.**

Event Management: **Kerrigan Smith.**

Registration and Flirtation: **Gay Jewett, Erin Jewett, Charissa Cobb, Jennifer Ruth.**

Drive About Designer and Leader: **Tyler Charles.**

Autocross Captains: **Rick Ebinger, Erik Boody,** with corner workers, **Erin Jewett and Philip Hudgens.**

Weather Consultants: **Weldon Scrogam and Joy Tupper,** for whom the back straight has been named at Southside Speedway!

Tech Session: **Steve Riley, Mark Cooke, Wayne Hall,** and last but not least, ...Hosts: **Alex and Gail Smith.** You guys are the best!

**SHANE'S**  
AUTO DETAILING

*Showroom Perfection*

Attention to detail is at the heart of Shane's Auto Detailing Service. Our reputation has been built by giving individual attention to each vehicle. All work is done by hand to effectively clean nooks and crannies that auto cleaners and car washes often overlook.



Interior Detailing • Exterior Detailing • Complete Detailing • Air Purification • Motor Detailing

*Trust Shane's to keep your Porsche Showroom Perfect!*

Visit our website at: [www.shanesautodetailing.com](http://www.shanesautodetailing.com)

or call us at (804) 897-1127

You drive a special car. . .



make your home just as special with help from . . .

**Virginia Angel Architects**

**Stephen & Katherine Garstang**

1624 Yorktown Drive • Charlottesville VA 22901

[kgarstang@cstone.net](mailto:kgarstang@cstone.net)

434-293-2819

*Club store*  
**IS NOW OPEN!**



Black/white golf shirts w/ logo.....\$26  
Baseball hats w/ logo.....\$15  
Enameled car badges.....\$24


**GREAT GIFT IDEAS!**

**Contact Alex Smith**

**804-741-9704**

[asmith@collegiate-va.org](mailto:asmith@collegiate-va.org)

**What Does The "M" Stand For?**




*More.*

**The All New 2006 M Class**

SEE IT NOW AT  
**BROWN**  
**EUROPEAN IMPORTS**  
 SALES • SERVICE • MERCEDES-BENZ CERTIFIED

1351 Richmond Road (Rt. 250 East) on Pantops Mtn.  
 (Next to Brown Toyota) • Charlottesville • 434-817-3380  
 Sales Hours: Monday-Friday 9am-8pm • Saturday 9am-6pm



Mercedes-Benz

**President's Letter**

*The Prez Sez.....*

**R**ecipe for a **SUCCESSFUL** Richmond Porsche Meet!!!

- 1 Visionary PCA Member (Alex Smith)
- 2 Dozen Hard-working Volunteers
- 1 Beautiful Event Site
- 1 Each, Gracious Host and Hostess
- 1 Delicious Menu, Well-catered
- 2 Dozen Generous Patrons and Sponsors

2 Sun-filled Days, Slightly Warm  
 100+ Fun, Friendly Participants (Porsche Nuts may be substituted)  
 Mix well for 3 days. Send home happy!



President, Phyllis Scrogam


For those of you who missed RPM, be sure and mark August 27<sup>th</sup> on your calendar. Join us as we celebrate Shenandoah Region's 10<sup>th</sup> Anniversary at Herb Distefano's home on Lake Anna. Herb and his committee are "cooking" up an event that you DO NOT WANT TO MISS!!!!

Regards,  
 Phyllis

**Mid-summer Rally on Sunday, July 17<sup>th</sup>.**

**T**est your skills at following clues, spotting landmarks, and using them to find your way. And once you find your way, then we will celebrate with a cookout! The course will explore rural roads in Augusta County (west and south of Staunton, VA); all of the roads are paved and sports car friendly. It is rumored that the Porsche Club's Blooz Doodz will perform a few songs as well.


This is a dual club event: Shenandoah Valley British Car Club and Porsche Club of America. We will meet at the Shell Station (with Dunkin' Donuts) located on VA RT608 (Tinkling Springs Road) located just off I-64 West (Exit 91). This is the 3<sup>rd</sup> exit on I-64 after you cross over Afton Mountain, entering the Valley – the station is on the north side of the Interstate, only 50 yards from the exit. Driver's meeting at 10AM; first car off shortly thereafter. Bring a navigator to help out with the directions. There will be maps available for those who get hopelessly lost (but we will search the course if someone goes missing past mid-night). Hope to see you there!



*Now there's a little more zip in your zip code.*

VESPA CHARLOTTESVILLE      MONDAY-FRIDAY      10AM-7PM  
 900 PRESTON AVENUE      SATURDAY      9AM-5PM  
 CHARLOTTESVILLE, VA 22903  
 TEL. 434.977.0134  
 FAX. 434.977.2801

**WWW.VESPACHARLOTTESVILLE.COM**  
 Owners Colin and Chris Dougherty - PCA Members since 1988



© PIAGIO 2003. VESPA® AND PIAGIO® ARE U.S. AND WORLDWIDE REGISTERED TRADEMARKS OF PIAGIO GROUP  
 OBEY LOCAL TRAFFIC SAFETY LAWS AND ALWAYS WEAR A HELMET, APPROPRIATE EYEWEAR AND PROPER APPAREL

*(Continued from page 21)*

cuff and others may have a long cuff. The main purpose of the long cuff is additional fire protection to overlap the driving suit wrist cuffs. The ones with the Velcro strap may help keep the glove fitting more snugly than others with an elastic wrist. For cars without power-assisted steering or with a very stiff suspension, you may want to opt for a pair with integrated palm padding for extra protection from blisters or a sudden steering kick-back. You may have noticed the ever-increasing trend of reversed stitching on the fingers from some brands. This may look like they are inside-out, but are made this way to please your finger's skin; not the eye. The FIA hesitated when eventually approving this style of glove because of fear the stitching getting exposed to fire and the finger area coming apart. Utilizing the latest Nomex thread as most manufactures do, this is not an issue. For maximum flame protection, choose a glove with the most Nomex fabric and the least leather as the leather could melt, shrink and burn in the event of a fire.

Choose gloves that fit your hands as well as your budget and become familiar with them before driving on the track whenever possible. You will feel the nuances from the front tires as your grip will be less intense resulting in better lap times with less fatigue and less chance of slip from sweat. As for build-quality, use what the pros use and then grow into that higher level rather than growing out of a cheap pair after only one or two events.

**Shoes.....**

For you large-footed drivers out there (you know who you are), you can appreciate how frustrating it is to stomp multiple pedals or get your shoes' sole caught under the edge of a pedal. Athletic shoes may be comfortable and light-weight, but the way the sole on most of them flairs out, it can be difficult to navigate the pedals. Also, the thickness may hamper your feel when modulating the brakes. Driving shoes should fit comfortably like any shoes and gloves. They should be test-fitted whenever possible. If you have wide feet, you may want to look into some shoe trees to store the shoes and help stretch them out.

Low vs. high ankle is primarily a fire protection issue rather than support or comfort. If you prefer the high-top, make sure to choose one with a deep cut-out at the Achilles tendon to allow maximum range of motion. You wouldn't want to make it uncomfortable to rotate your foot forward to get that accelerator pedal to the floor...Depressing thought!

When in the paddock, you may want to slip into some comfortable street shoes. Don't risk exposing the expensive racing shoes to oil, dirt, fuel or even sun-fading even if you're going right back out in on hour. On models with a Velcro strap, use it to secure the laces after the bow to keep them tied and away from interfering with the pedals. Again, choose a pair that fits your feet, budget and style. You'll find yourself feeling more connected to the car similar to the aided connection provided by a racing seat and harness belts. The more you can lessen the barriers and increase the sensitivity between the driver and machine, the easier it is to flow with the car to better and more consistent lap times.



# What an ugly sight.

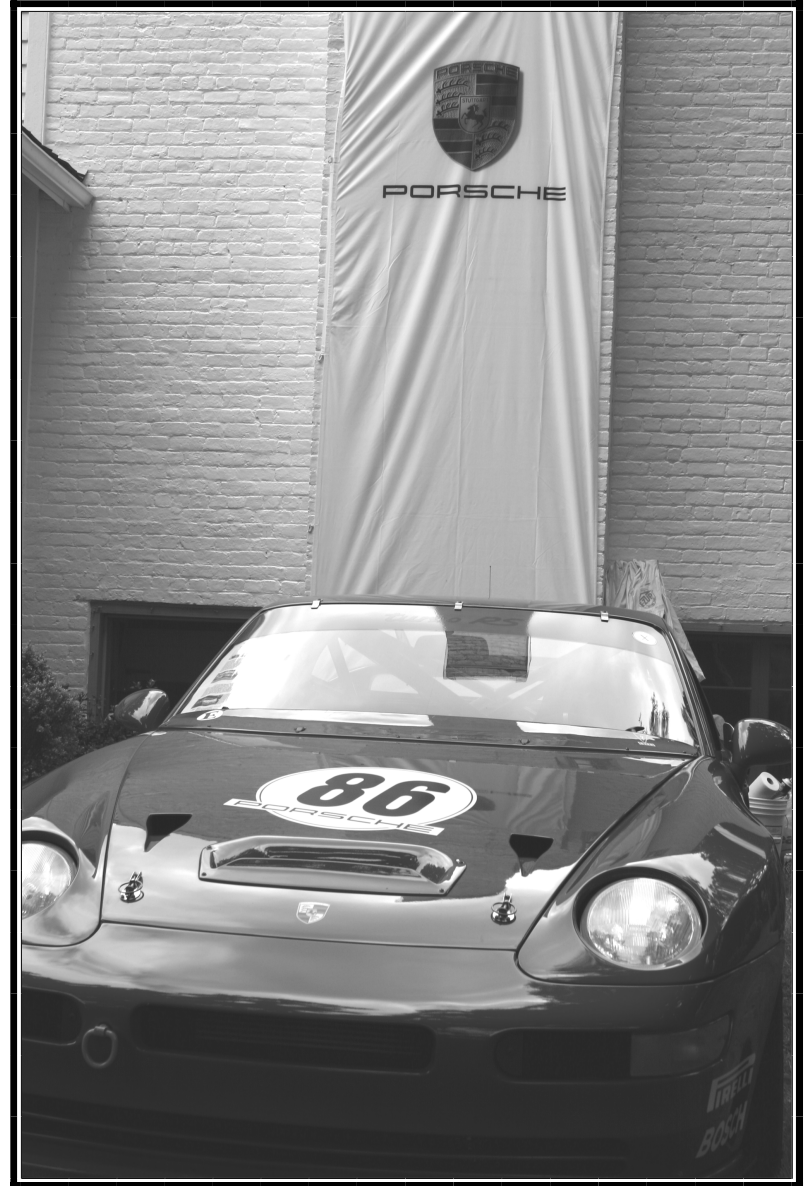
A Porsche on the road is a beautiful sight.  
Keep yours there by bringing it to us for parts or service.  
Visit our website.



Parts, Service, Restoration & Motorsport for the  
356, 911 and 996 Porsche Owner

804-359-9393 [www.lufteknik.com](http://www.lufteknik.com)

©2004 Lufteknik LLC has no affiliation with Porsche AG. Porsche is a registered trademark of Dr. Ing.h.c.F. Porsche AG



A rare bird indeed....Driver and car collector, Matt Drendel of Hickory, NC brought to RPM this unique 1992 968 Turbo RS-Number 1. Restored now to its original red color, the car is the only one of its kind to compete in the 24 hours of Le Mans (1994). It also ran in the Sebring 12-hour race (1995) and Road Atlanta (1995 & 1996). Horsepower is rated at 450 HP and torque at 498@2750 RPM and 1.3 bar boost.

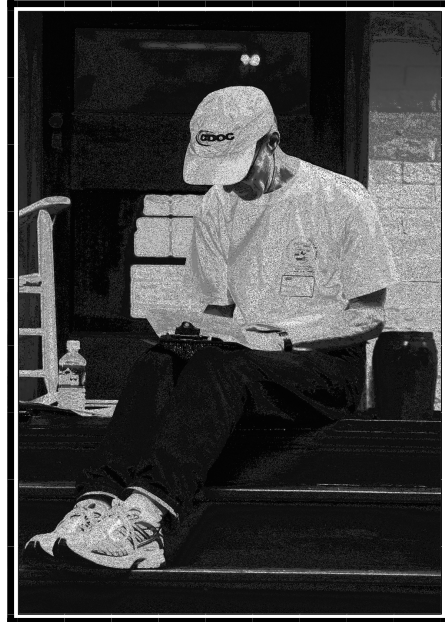
Photo by Phil Audibert

**Final Concours Results**

**Richmond Porsche Meet**

**June 4<sup>th</sup>, 2005**

By Alex Smith



A study in concentration, Concours judge, Dave Lasch seeks out a quiet spot on the Smith's front porch to tally up the results.

**Perfect Score-250 points**

Class	Winners	Points
356/914	1 <sup>st</sup> Pat Daily	199
	2 <sup>nd</sup> Phil Audibert	
	3 <sup>rd</sup> Susie Audibert	
Early 911	1 <sup>st</sup> Johnny Johnson	225
	2 <sup>nd</sup> Robert Rinck	
	3 <sup>rd</sup> Stuart Rae	
Late Mid Air Cooled 911	1 <sup>st</sup> Alex Smith	223
	2 <sup>nd</sup> Bryce Jewett	
	3 <sup>rd</sup> Chris Zeigler	
Modern 911	1 <sup>st</sup> Lance Wallace	231
	2 <sup>nd</sup> Dave Armentrout	
	3 <sup>rd</sup> Herb Distefano Mike White	

**Tech Tactics.....**

**Safety Gear Guide-Part 2**

By Dan Nahas with CDOC



CDOC's Colin Dougherty

In the last issue, we went over the details of helmets and their related items. If you're acquiring safety gear in stages, the next items, after the helmet, should be gloves and shoes. I realize that a driving suit may seem like the next logical choice for the sake of fire-resistant safety, but some occasional track drivers might not be ready to make that commitment to the sport just yet. This is a relatively large investment as the best suits will cost up to \$1300 and when you are driving in your suit, you'll likely be wearing the gloves and shoes as well; so let's start there. In addition to the fire-resistant properties, this safety apparel will also help you drive better and faster with less fatigue.

**Gloves.....**

The first distinction to establish is that we are talking about racing gloves and not the leather driving gloves that just might complete your silk scarf, wool cap and glass goggles ensemble. This may be the preferred gear for a 356 Speedster on the Blue Ridge but we're going for focus on track-oriented driving for the purposes of this series of articles.

The most critical and intimate contact between you and your car is with your hands on the steering wheel. Make sure this contact is comfortable and natural so get used to wearing your gloves as often as you can; perhaps on night drives so no one sees you in "racer" mode. This will prevent having to acclimate yourself to wearing the gloves while on the track when this odd-feeling distraction could prove very dangerous.

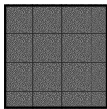
Once you do start using the gloves regularly, you'll notice you can maintain a safe level of traction on the wheel with less of a squeeze from your hands. This will lessen the fatigue of a long session that might leave your arms feeling the way Popeye's arms look. When the opportunity arises to test-fit multiple brands, models and sizes in a showroom or from the track-side vendor, take advantage of this even if you're not ready to buy immediately. This will give you the feel of the various materials, padding styles and an idea of your size when it's time to order them online or on the phone. Here are some things to look for when trying them on. The finger tips should be filled; not too short or too long. The area between the fingers should be bottomed-out without any web. When making a fist, the area around the palm and knuckles shouldn't be overly tight or loose. If making a fist causes the area between your fingers to get too tight, the glove is too small. Some gloves have a short

(Continued on page 23)

Going **Fast**  
is a blast.....



But you want your accounting  
done with care and precision,  
right?



**ROBERT L. TOBEY  
AND COMPANY, PLLC**  
Certified Public Accounting

414 Third Street, N.E. Charlottesville, VA

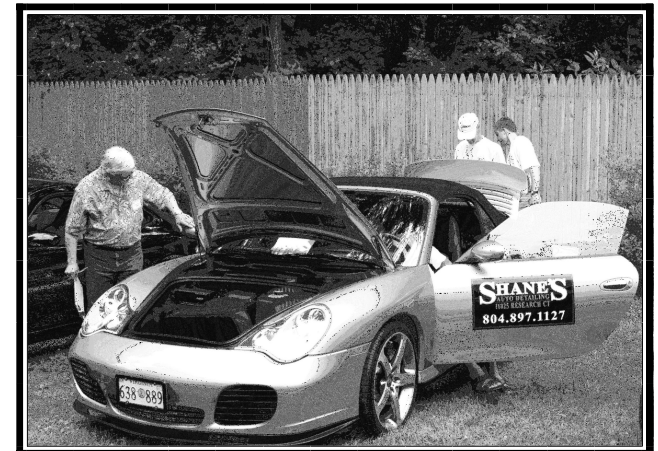
434-220-2800



This brand new Maroon with a gray interior 997 turned a few heads and won "best in show" at the RPM Concours early last month. The Concours this year was sponsored by CDOC.

Class	Winners	Points
Boxster	1 <sup>st</sup> Ben Briggs	176
	2 <sup>nd</sup> Mark Lukhard	
928	1 <sup>st</sup> Bill Sanders	213

Concours judges, Darrell Hurst, Chad Hurst, Dave Lasch, Tyler Charles, Steve Tupper and Jack Bair give the Shanes detailing guys the once over!



All photos these pages by Phil Audibert

# MID ATLANTIC MOTORWERKES

## Now Open!

Audi, BMW, Jaguar, Mercedes-Benz, Porsche, VW

Sales and Service

PCA Discounts!

745 East Market Street, Harrisonburg, Virginia

**(888) 483-4005**

full inventory at:  
[www.midatlanticmotorwerkes.com](http://www.midatlanticmotorwerkes.com)

Custom motorsport graphic  
and signs

- Custom Motorsport Graphics
- Custom Signs
- Logo Development
- Team Apparel
- Armor Glove Clear Vinyl Protection Film (Authorized Sales and Installation)

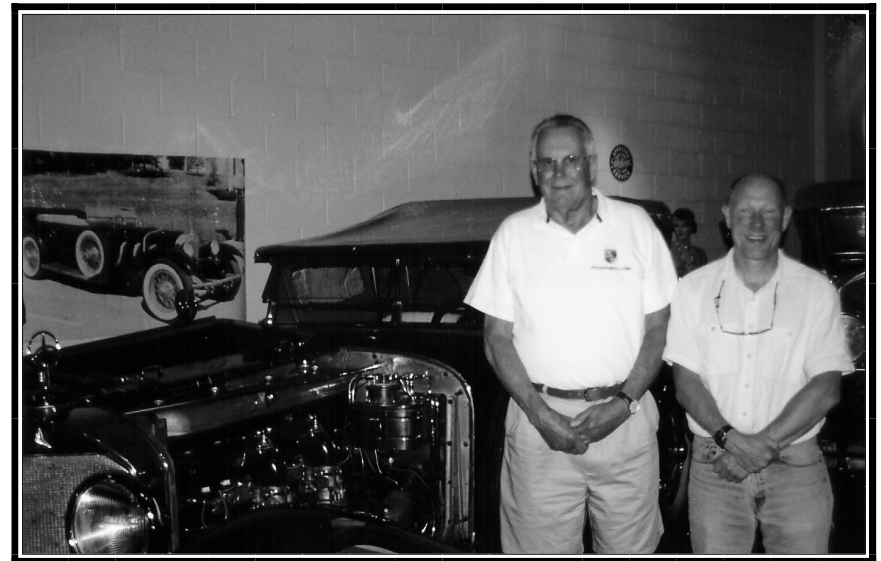


**(540) 433-3128**



[www.vbdgraphics.com](http://www.vbdgraphics.com)

745 E. Market St., Harrisonburg, VA 22801



Robert Whissen and Mike Shutty admiring a pre-war Merc.

### ***From Conestoga Wagons to Straight-8 Cords: Tour to Luray Caverns Auto Museum.***

By Mike Shutty

Late May: what a wonderful time of the year – clear skies, cool breezes, lots of sunshine. It was a perfect day for an early morning jaunt – but unfortunately, a perfect day for yard work, art shows, book fairs, and the like. Only Robert Whissen and myself showed up for the tour.

We decided to skip the parkway and take the more curvy back roads to Luray; there was little traffic, so our little caravan of two (one Porsche Boxster S and one Honda S2000) took off, tops down, wind in our hair... except that I have no hair, and forgetting my ball cap, I was a bit red in the face by the end of the day. We arrived at Luray in short order, and just as I was pondering how we were going to get past the turnstile at the start of the museum, Robert just slipped past. "The museum is free, even if you do not go to the caverns," he remarked.

So it was! With lots of time and few other visitors, we proceeded methodically, reading every description and admiring the excellent state of preservation of the wagons, motorized carriages steered by tillers, and finally, the big, heavy cars spanning the pre-war years. Robert provided several

*(Continued on page 27)*

**AutoSport™**  
PRODUCTS FOR EVERYONE WHO DRIVES

**The best in custom-fit products for your specific Porsche plus over 400 automotive & garage accessories.**

- Floor Mats & Cargo Liners • Car Covers • Garage Gear
- Car Care Products • Travel & Commuting Accessories
- Electronics • Gifts & Gadgets • Driving Shoes & Apparel

Shop Online at: [www.autosportcatalog.com](http://www.autosportcatalog.com)

**Call for a FREE CATALOG  
1-800-675-5223**

Custom-Fit car covers available in 7 different fabrics

888670

### Membership Report

June 2005 by Mel Brannan

**169 Active Members**

#### Welcome to the following New Members:

- **Barry & Donna Case** of Midlothian, VA 2003 Porsche 911 Turbo
- **Chauncey & Hermione Hutter** of Charlottesville, VA 1998 Porsche Boxster
- **Jeff Musa** of Charlottesville, VA 2003 Porsche 911

### Fast Frieda's Last Dance .....

By Pat Daily



Rick Ebinger taking "Fast Frieda" for a dance.

Photo by Pat Daily

**F**ast Frieda has lived with me for about ten years now. She is a middle aged (June 1962) 356B Coupe and could be considered a bit of trollop since she has shacked up with at least five other men before she moved in with me. "She?" you ask? Yes, a she -- remember the words of the late Harry Pellow (the Maestro), "All 356s are females -- treat them right and they will only breakdown in your driveway -- treat them wrong and they can be real bitches." Anyway, Fast Frieda looks forward to the annual RPM with a great deal of anticipation and excitement -- sort of like a high school girl going to the prom. To get ready for the RPM this year, she managed to get some new support hose to help tighten up her aging joints (new Koni shocks and suspension bushings -- thanks to Wayne and the good guys at Euroclassics).

“She is...a bit of trollop since she has shacked up with at least five other men before she moved in with me.”

She got all dolled up the week before RPM (removed all the cat hair from her seats, cobwebs from the undercarriage, mud from her skirts and even buffed her windows with CDOC's Wirth Glass Cleaner) and showed up at Alex Smith's place on the morning of June 4<sup>th</sup> for the RPM. Just before we left for Alex's place, her kick panel carpeting came undone, but in true trollop fashion, we stuck it back in place with a bit of glue. Sitting in Alex's yard, the bright sunlight hid her aging wrinkles -- a few of

(Continued on page 12)

(Continued from page 13)

which were fixed on the spot by Dr. John Buerkley of the Dent Wizard. She was wearing her colorful family jewels on her engine grille and was sporting a brand new leather steering wheel cover. Aging gracefully, she managed to get a few looks from the crowd as she sat there in the sun with some of her sisters -- namely Mike Kearns' silver coupe, Don's little red '63 sunroof, Susie's '65 green gem, Dick Pittman's Roadster, Roland Peacock's great little '57 A coupe, and Chris Oberholtzer's '59 red Speedster. Frieda was pleased that so many 356s showed up. I could hear her chatting with the others about what it was like at the Zuffenhausen factory back in the old days.

After I ate a great lunch at the Café Carrera, Frieda was pleased to go on the tour with the rest of her younger cousins, but she had to work like hell to keep up with the new 911 Turbo Carrera Cabriolet that was in front of her. I heard Frieda moan every time the Turbo would slow down a bit and then hit the boost.

boost to close the gap with the rest of the parade. Finally, with her little boxer engine revving hard, she yelled to me, "Get serious old man, I can't keep up with her!"

After a good night's rest, Frieda got up early and we drove in the parade to the dance floor at the Southside Speedway! She was followed by Weldon Scrogam in a late model 911 (yeah, we all know Porsche made lots of cars after the 356, but who cares?!) and as he flashed his lights a few times, Frieda became worried that she might be dropping parts or oil all over the pavement. We got to the Speedway with the rest of the cars and parked her next to a new Boxster. I think Frieda was jealous. We looked around for other 356s, but there were none. There were some nice looking old 911s including Dave's beautiful blue '74 and a superb yellow RSR(?) with a ducktail. But no 356s -- Frieda was feeling lonesome.

After the drivers meeting, we got ready for the autocross event run by Erick and Rick. With her carpeting falling down again and some of her excess baggage (spare tire, hubcaps and mats) at home, she fired up and did the first of four dances with me. The first one was a bit wobbly, but her new Koni shocks felt good and kept her aging swing axles in place. None of her joints creaked. No fancy articulated fully independent suspension here -- just the simple old torsion bar swing axles that came from the mind of Dr. Ferdinand Porsche. The second run was a bit smoother and quicker, but poor old Frieda was beginning to feel ancient -- all those young things were showing her up. After a break for lunch, I bought her a new present -- females love presents! It was a bright red Halon fire extinguisher from the good folks at CDOC and it seemed to perk her up a bit. On her third run, she started out great -- even a bit of smoke from her tires at the start! She really

(Continued on page 13)

(Continued from page 15)

used a bit smaller steering wheel...I always felt behind the rack or steering gearbox... but it was a great car and a ton of fun to drive. Bill's 928 GTS was a completely different beast. The brakes, body, and seat were great, but I had some problems with the vision. Because of my height, I had to jack the seat back and down enough to fit my 6'4" height. I couldn't cut as close to the cones as I would have liked. And with the car's rear girth, I didn't want to eat cones all around the course. The car was a pleasure with power and brakes, but I just couldn't see the corners. Bill has a great car and he will only get faster. Watch out Chess and Howie.

Bobby Smith ran off with the FTD of the day with his 914 racer.



Andy Turner receives the fuzzy steering wheel cover award from Alex Smith.

Photo by Phil Audibert

Chess drove the hell out of everything he touched and Alex beat Bryce AGAIN. As far as I could tell, all was right with the world. Herb Distefano had the quote of the day, saying "I'm an Early Model driver in a Late Model car." I thought it was clever with him driving his 2005 997S. Nice one Herb.

The entire group was quick and safe, and considering how close the walls are, I am always relieved when we finish up that the cars are no more the worse for wear. The great thing is we were done after four runs by 2 PM with lunch eaten in the middle. Great job for the entire club, especially our distinguished helpers, Erin and Phil, our cone chasers. Please note, Erin, formally known as "wall babe" is now "Mrs. Wall Babe." We must be politically correct and accurate in this litigious day and age. I'd like to also thank Alex and company again for a great weekend and for a most special event. Thanks also to Erik Boody, who helps all of the time, for his new ideas and efficient ways to make the event more enjoyable for everyone involved. See everyone in August.

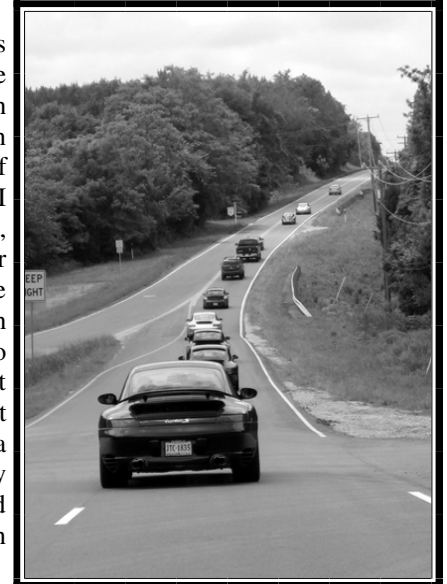
	Name	Class	Car	Time	Pts
28	Robert Tobey	Late '95-'05	'03 996 Cab	50.070	
29	Chris Ziegler	Late '95-'05	'97 993	51.210	
30	Herb Distefano	Late '95-'05	'05 997	51.836	
31	Rudy DeCanio	944,928,986	'01 Boxster S	53.198	
32	Diane Earman	ladies	944, 928,986	55.758	2

**RPM autocross results.....**

	Name	Class	Car	Time	Pts
1	Bobby Smith	Early-'79	914 Racer	38.761	3
2	John Kessler	Early-'79	'71 911	41.448	2
3	Rick Ebinger	Early-'79	'74 914	41.477	1
4	Andy Chisholm	Early-'79	'73 911 E	42.828	
5	Erik Boody	Early-'79	'73 911 T	43.174	
6	Chess Earman	Mid '80-'94	'85 911	43.386	3
7	Jeff Curtis	Mid '80-'94	'91 911	43.429	2
8	Chess Earman	944, 928,986	'86 944 Turbo	43.509	3
9	Alex Smith	Late '95-'05	'98 993	44.103	3
10	Phil Audibert	944,928,986	'99 Boxster	44.233	2
11	E. Richardson	Late '95-'05	'00 996	44.830	2
12	Rick Kiser	Late '95-'05	'98 993 S	45.418	1
13	Susie Audibert	Ladies	'99 Boxster	45.788	3
14	Andy Turner	Mid '80-'94	'85 911	46.018	1
15	Rick Ebinger	944, 928,986	'94 928 GTS	46.044	1
16	Steve Lord	Mid '80-'94	'92 911 C2	46.223	
17	Dave Armentrout	Early-'79	'74 911	46.486	
18	Bryce Jewett	Late '95-'05	'97 993	46.992	
19	Charlie Passut	944, 928,986	'02 Boxster	47.004	
20	Bill Sanders	944, 928,986	'94 928 GTS	47.162	
21	Ben Briggs	944,928,986	'01 Boxster	47.246	
22	Stuart Rae	Mid '80-'94	'92 911 C4	48.018	
23	Rick Ebinger	Early-'79	'63 356	48.231	
24	David Kaul	Late '95-'05	'05 997 S	48.372	
25	Pat Daley	Early-'79	'63 356 B	48.722	
26	John Carey	Late '95-'05	'05 997	48.918	
27	Bill Thurston	944,928,986	'03 Boxster	49.967	

(Continued from page 12)

settled down, cut the cones as close as she dared and went right to the red line on the straight. Fast Frieda turned in her best time for me on that run. On our fourth and last run, she sort of pooped out at the first turn when I missed a shift, but she recovered, chirped her Pirellis, and turned in her second best effort. Not once did the old girl knock down a cone, although she really had to cut them close to make up for the many seconds she lost on the straights to the newer cars. But we knew it was a lost cause when a couple of her 914 cousins driven by Bobby and Rick, slid gracefully (and very loudly) around the course in record time.



Frieda watches a Turbo pull away during the RPM driving tour. Photo by Pat Dailey

Finally, another man, young "Rick the Red" Ebinger, asked Frieda for a dance. Rick put her through her paces with a run that was as smooth as china silk and watching him drive Frieda was the highlight of all of my RPM events -- starting with the first one back in 1997. Frieda was in her element. She purred like a kitten, did the Texas two-step like a pro, kept her swing axles under control, and turned in her best time of the day. Listening to her little boxer engine growl as Rick

effortlessly nudged her this way and that was delightful -- much more fun than driving her myself! Thank you Rick for that gift! All the way home, Frieda kept asking me "Why can't you drive like that, old man?" I couldn't come up with an answer that would satisfy her or me.

For the next RPM, Frieda would love to see some of her sister 356s come to the dance. So if you have one, get her out there -- it is really neat to see history. Think about the old Porsche ad from about 10 years ago-- a photo of a 356 Speedster with the caption "This car is 35 years old and her last race was yesterday." Let's get the 356s out there next year!

I want to thank all of the folks who worked so hard to make the RPM such a wonderful event -- one of Frieda's favorite events and certainly one of mine.

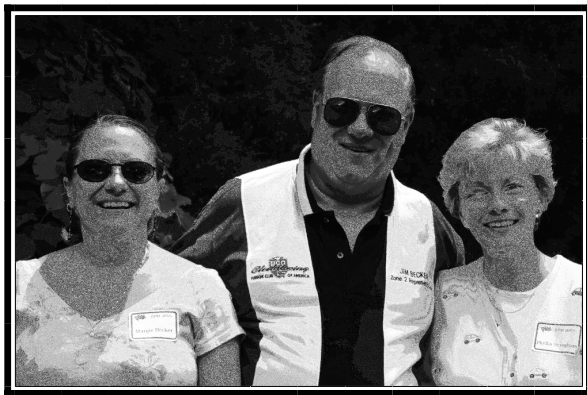
"She purred like a kitten, did the Texas two-step like a pro, kept her swing axles under control, and turned in her best time of the day."

**Faces in the crowd at RPM.....**



“Here let me help you with that door,” says Susie Audibert to Synergy Racing’s, Kerrigan Smith.

The new Zone Two Rep, Jim Becker plays the thorn between two roses, his wife, Marge Becker (left) and Shenandoah Region PCA Prez, Phyllis Scrogam.

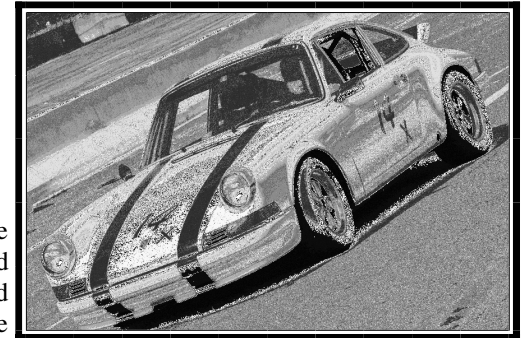


From left to right: RPM organizer, host and head honcho, Alex Smith, Car collector and driver extraordinaire, Matt Drendel, and Mr. Porsche himself, Weldon Scrogam.

All photos this page by Phil Audibert

**Southside Funside.....**

By Rick Ebinger



Once again we were treated to good weather and good times at Southside speedway for this year’s RPM event. We had 32 cars and drivers entered, and we had a lot of new faces and some

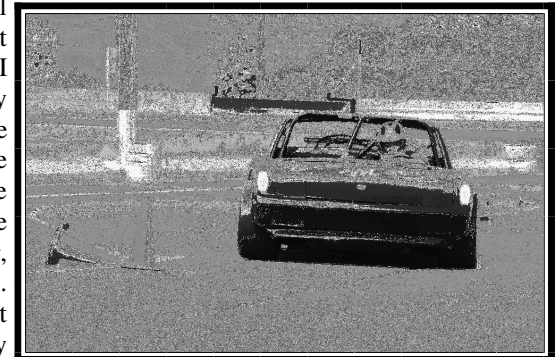
John Kessler on his way to a second place finish over all.

“old” ones as usual. Susie Audibert, not one of the “old faces” by any stretch, chose to pick RPM as the place to mount her comeback to the autocross circuit. She was tough again, putting a scare into her husband and beating 18 other men in different cars and classes. Nice job Susie.

Our southern friends, Andy Chisholm, John Kessler, and especially Bobby Smith showed up again and showed us how it was done. I almost caught John this year, missed by .029 seconds on a 41 second run, but it still left me third. Next year John!

Once again I had a few people ask me to drive their Porsches to see what they have. Bill Sanders let me pilot his 928 GTS around the track, and Pat Daily let me peddle around his 1963 356. Both cars were completely different, and yes both had the umph to slide around a bit, but in the end it was pleasurable for all parties as the owners get to see their cars run and I can continue my

evaluation of the different cars Porsche and other makes have made over the years. The 356 had plenty of power, and a bit of body roll. The tires and brakes felt good and the only complaint I had was the lap belt made me feel like I was going to be tossed out of the car at any minute. I could have



For the third year in a row, Bobby Smith owns the RPM Autocross with the Fastest Time of the Day. Photos this page by Phil Audibert

(Continued on page 17)