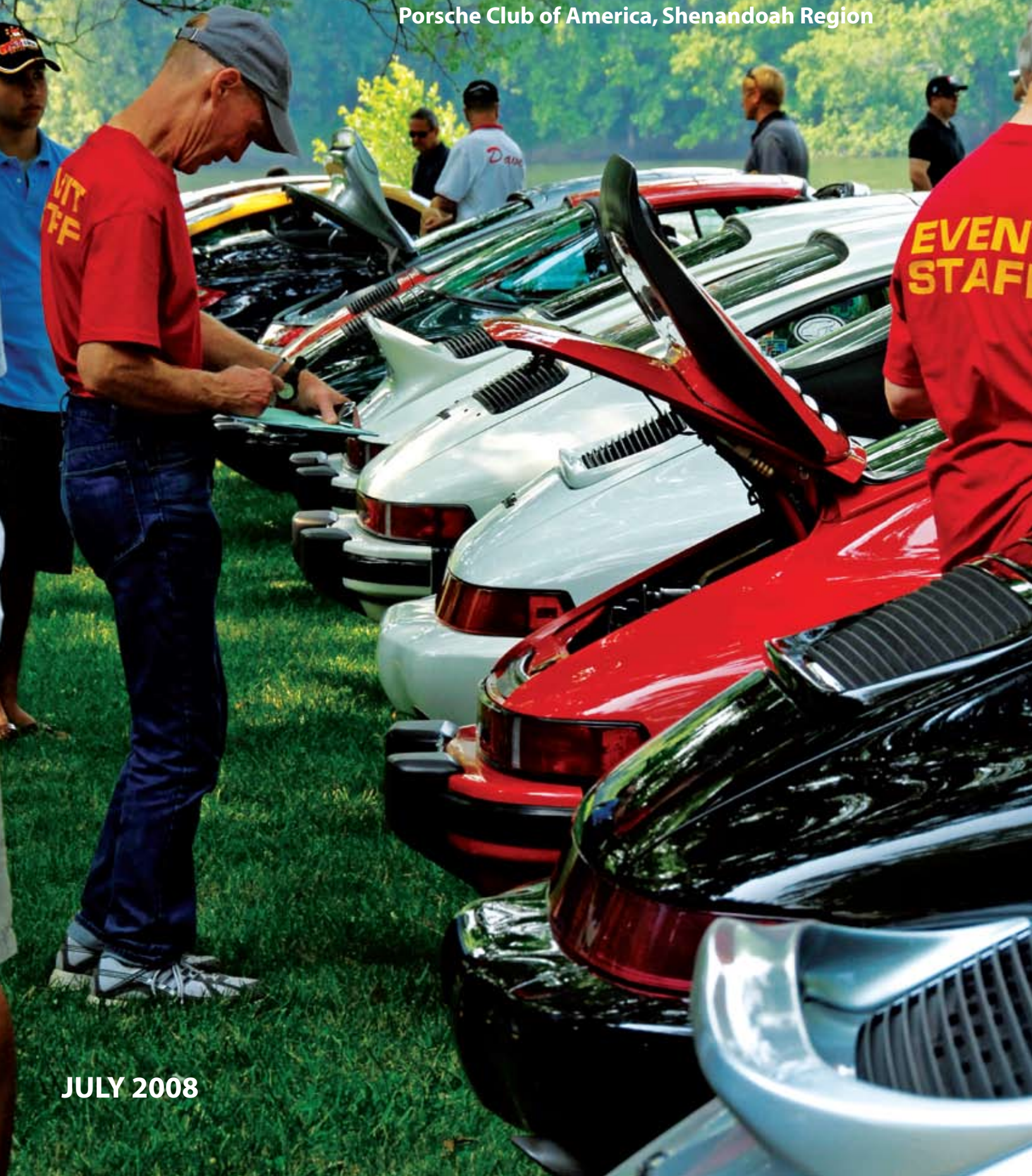


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JULY 2008

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# HEAT EXCHANGER

porsche club of america, shenandoah region

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July 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 a 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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Cover: Shenandoah RPM '08 Concours judge David Lasch and his team hard at work.

photo courtesy Jim Condon

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

We are now in the throws of summer both meteorologically and officially. Hope you all have had those air conditioners charged up!

What better way to properly usher in the warm season than attending Richmond Porsche Meet. As you can see from the photos and articles in this issue, Alex Smith has really pulled out all the stops once again and everyone that attended really reaped the benefit. I don't think we realize the level of foresight and planning that goes into such a lovely event, but Alex really went all the extra miles in order to make RPM 2008 a classy weekend. Thank you Alex. It was delightful! We also thank your family and event staff for making all the attendees experience a terrific one.

Looking forward (immediately) if you are attending the Porsche Parade in Charlotte, you should be on the road already. Or depending on when you are reading this you may already be reviewing your photos. Your faithful Shenandoah Region members would love to see your pics and hear your Porsche Parade stories so we encourage those that attend to share their most excellent adventures via a submission to the Heat Exchanger.

For those of you who feel a bit out of control, the Car Control Clinic run by Rick and Erik should be just the ticket. Sunday July 13 @ 10am! Rick & Erik always run a great event and everyone can learn and benefit from these clinics.

We are fortunate to have a PCA Club Race in our own backyard in August at VIR. Even if you have no thoughts of racing yourself it's a wonderful spectator event. Consider a therapeutic drive down to VIR to see the action! Several Shenandoah members are volunteering in a variety of positions through the weekend and more are always welcome. Please visit <http://zone2.pca.org> and click on "CLUB RACE" for all the event details.

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.

Rebecca & Mark

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from the **PRESIDENT**  
herb distefano

For those of you who missed RPM, you missed another superb event. Alex Smith did it again with his usual great show. The activities on day one were greatly enhanced by the fact that Howard and Leeanne Faunce graciously allowed the use of their James Riverfront home for the concours and lunch. It was a spectacular setting and we are in their debt. The driving tour, tech session and awards banquet rounded out a really nice day. The autocross on day two was exciting and expertly run by Rick and Erik. From Start to finish, RPM as we have come to expect, was a class act. Thank you Alex for all your organizational skills and hard work. Thank you other volunteers who helped make this a great success. And since Alex usually holds Mrs. Joy Tupper and Weldon Scrogam accountable for the weather, I thank them, too.

I think you may want you to know of a change in our neighboring First Settlers Region. In his new capacity as Interim President, Steve Carter in an email communication to the membership dated June 6th announced that Phil Grandfield is no longer the President and cited an impasse between the BOD and the President over application of region Bylaws and PCA policies.

An idea has occurred to me that I think would be beneficial to our region. I offer the thought now for your consideration and depending on your feedback likely will submit a recommendation to the Board of Directors (BOD) for a constitutional change. Currently, according to the Constitution and Bylaws the management shall be vested in the BOD consisting of the president, vice president, secretary and treasurer. When an important decision is to be made and after whatever discussion ensues, the four vote on the issue in accord with procedures in Roberts Rules of Order. My thought is to add to the BOD three area directors: East (East of US Highway 15 including metro Richmond), Central (US Highway 15 to Skyline Drive including Charlottesville) and West (West of Skyline Drive including Staunton and Harrisonburg). I think the advantages would be that the opportunity for a tie vote with full attendance would go away, more members would be involved in the decision processes, there would be guaranteed representation from across the region and there would be a "training ground aspect" for future officers.



Cheers, Herb

## Shenandoah 13th Anniversary Party

Please join us on August 23, 2008 at Lake Anna for our region's 13th Anniversary Party!

Meet at the McDonald's parking lot at Zion Crossroad/ Exit 136 off I-64 at 10:00AM. There will be a scenic driving tour through Louisa and Spotsylvania Counties. The tour will cross seven bridges over Lake Anna and includes a 20-minute stop at Lake Anna State Park where there is a spectacular panorama and bathrooms.

The tour ends at the home of Herb Distefano at approximately 12:30. A peoples choice car show, some children's activities, some musical entertainment and limited boat rides (if requested) are planned. A no cost lunch including Anniversary cake and ice cream will be served. If you want to come without the tour, arrive at Herb's at 12:45.

Please respond to Herb at 804-448-3448 or herbd911@comcast.net not later than Sunday, August 17th if you plan to attend (the caterer needs the head count on Monday AM).



### Thanks to those sponsors who made RPM possible!

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# JULY/AUGUST 2008 CALENDAR OF EVENTS

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

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

**SHENANDOAH REGION'S  
 13th Anniversary Party**  
 Saturday, August 23  
 Lake Anna home of Herb Distefano  
 (optional driving tour to Herb's home)  
 see website for details

					1	2
3	4	5	6	7	8 Zone 2 Club Race/ Advanced DE @ VIR	9 Zone 2 Club Race/ Advanced DE @ VIR
10 Zone 2 Club Race/ Advanced DE @ VIR	11	12	13	14	15	16
17	18	19	20 Heat Exchanger submission deadline	21	22	23 SHENANDOAH 13TH ANNIVERSARY PARTY
24 SHENANDOAH AUTOCROSS Verona, VA	25	26	27	28	29	30

**AUTOCROSS**  
 Sunday, August 24 @ 10am  
 Augusta Government Center  
 in Verona, VA  
 see website for details

## 2008 AT-A-GLANCE

a quick look at events in 2008

### 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



## VINTAGE CORNER *Vintage Racing heats up at VIR*

by Harry Kennison

The big winner at the Gold Cup Historic Races held at Virginia International Raceway (VIR) June 6-8, was the heat. Unseasonable scorching temperatures and humidity to match greeted over 150 entries for this year's vintage event. How hot was it? Literally hot enough to fry an egg on the 3.1 mile rolling ribbon of asphalt that is VIR. The spectators that usually dot VIR's open hill sides, had all retreated for the shade of the trees or under the covered concession stand trying to get some relief. Every now and then, a welcome breeze would blow turning your body into a human swamp cooler.

I drove down with my buddy, Paul, for Saturday's practice and qualifying races and was fortunate to see several cars that did not take to the track on Sunday when PCA member Keith Welty and Paul Glassner found a significantly depleted

field. I was counting on them to get a on-track shot of the striking orange 1966 Porsche 906 E on Sunday owned and driven by Henry Payne IV from Michigan, as its practice session had just completed by the time I arrived on Saturday. But it never showed its nose during Sunday's feature race. The same was the case for several Italian thoroughbreds, including a sleek, silver 1962 Ferrari 250 GTO and a gorgeous 1957 Maserati 300S, who's owner elected to protect those astronomically, expensive cams and gears from the blistering heat

by keeping them in their trailer.

Overall, Porsches were under-represented at this year's event aside from the aforementioned 906 and a trio of 911's



driven by J. William Miller (#330) and Dan McChesney (#2), both over from Maryland and Doug Nargiz (#244), up from Florida. The 911's didn't seem to mind the heat with Nargiz and McChesney finishing 6th and 7th in the Group F feature race running against a Ford GT, a Shelby Mustang GT 350 and a 1965 Corvette Sting Ray among others.



*Photo Top: OK, so they're not Porsches. But where else are you going to see a 1962 Ferrari GTO and a 250 Short Wheel Base Ferrari other than at the VIR Gold Cup Historic Races.*

*Photo Left: The 2-liter flat six sits in the back of Payne's 906 E, the last 906 made by the Porsche factory.*

*Photo Above: J. William Miller hurries his 1973 911T through the "Roller Coaster" section of VIR during the Gold Cup Historic Races.*

All photos by Harry Kennison



## Porsche High-Performance Driving Handbook, 2nd Edition

By Vic Elford  
ISBN-13: 978-0-7603-2754-8  
Motorbooks Publishing

Vic Elford is a living legend. Everyone says that when writing about famous people, but the chances are that if you know anything about Porsche history you have heard this Englishmans name. It is synonymous with other famous names such as Mille Miglia, Targa Florio, Monte Carlo Rally, Paris-Dakar, Monaco Grand Prix, 12 Hours of Sebring, 24 Hours of Daytona, Daytona 500, 24 Hours of LeMans, Trans Am and Can Am to name a few. He definitely has street cred as evidenced in the kind words found at the front of this book from Derek Bell, Brian Redman, David Hobbs and other notables of motorsports fame. We are fortunate to have him around and even more so that he so generously shares his knowledge and wealth of racing history with us.

Vic Elford helped put Porsche as a manufacturer on the racing map with his driving skills at a time when cars were dangerous machines that took more than a few talented drivers to early graves. Elford was on the racing scene during the development of many of Porsches most successful racing machines. His talent was a contributing factor in the high level of achievement Porsche enjoyed from machines like the 910 and 917.

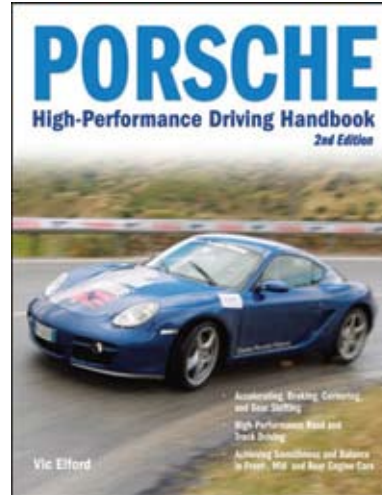
He's credited with the first Monte



Carlo Rally win in a Porsche and he backed it up this season with a stellar performance in the 2008 Historic Monte Carlo Rally. Elford mastered rally cars, sports cars, F1 cars and stock cars throughout his career and has remained devoted to the Porsche marque. So who better to pen the definitive tome on how to get the most from a Porsche?

When I first picked up this well illustrated paperback, I thought it looked a bit corny. It has over sized and over simplified diagrams that seem elementary. But for the enthusiastic driver who has an interest in learning the best method of extracting the performance in his or her Porsche it is a perfect introduction. In fourteen chapters Elford takes the most basic elements and gives them the proper level of importance needed in performance driving. Comfort, something very often overlooked gets a chapter (the first of course) to itself as do Balance and Smoothness. These are essential building blocks that get glossed over all too frequently.

The next section delves into the equipment and what one can expect from different types of drive trains and why. There is a dose of racing history in each chapter to keep the interest level



The archival photos intermixed with the basic diagrams showing suspension geometry and illustrating things like understeer/oversteer make it a diametric learning experience.

Next there are seven chapters on actually driving. These deal with topics like heel toe gear changes, car control, cornering and driving in adverse conditions. All very well illustrated with photos,

drawings and anecdotal wisdom from the author's personal experience. The final chapter "Putting It All Together" is a great tale that sums up what Elford wants us to gain from his effort. He genuinely wants us to be as enthusiastic in our driving as he is

I think we, the enthusiast public, are quite fortunate that Vic Elford has been willing to bestow his wisdom upon us in such delightful fashion. He successfully combines the rich history of Porsche motorsports with his own illustrious racing career and a well organized primer on driving our favorite marque in the manner they were designed for.

There is a wealth of information between these covers both historic and technical and I'd bet the novice as well as the seasoned veteran would thoroughly enjoy Elford's slant on it all. I certainly did. It gets four stars from me.

*photos courtesy Motorbooks Publishing*

appropriate and to further ingrain the Elford legacy in the reader. I think this is an excellent way to inject the history of both Porsche and racing into the learning experience.

*The Book Exchanger is a regular feature of the Heat Exchanger. Each month a new publication will be reviewed by myself or guest reviewers. If you would be interested in writing a review and submitting it, please definitely do so. We welcome all comers. Please limit reviews to published items, books, magazines and I guess we would be remiss if we did not include Porsche focused online "publications".*

# RICHMOND PORSCHE MEET IN REVIEW

by Alex Smith

The Richmond Porsche Meet (RPM) is now one of the longer running annual Porsche events in North America according to P.C.A. We had a grand weekend and were grateful for great weather, a new concours location, a “horse country” tour, a tech session and banquet; we wrapped up the weekend with a fast autocross on a ½ mile banked oval.

The weekend started with a Friday night “kick the tires” visit to Euroclassics Porsche, one of our primary sponsors. Early Saturday morning revealed a beautiful day for concours at the James River home of Howard and LeeAnne Faunce. The grounds are beautiful and expansive with the mighty James River flowing by. The Faunces’ home and their

with the river in the background. The colors of the cars were particularly impressive this year, ranging from orange

Following a delicious riverfront catered lunch, Sherry Westfall and Jim Condon created a wonderful Richmond “horse



photo by Mike Tungol

Boxsters to a Synergy speed yellow race car to a mint green Cayman from Euroclassics to a midnight blue to a yellow

country” tour that included 17 cars. Even though Sherry personally tested the tour several times, they discovered a last-minute bridge closing – all in the excitement of a “drive about.” I owe Sherry and Jim extra appreciation and recognition for I forgot to mention them on banquet night.



photo by Mark Stubbs

riverfront patio made a perfect site for the concours lunch. Forty-five colorful Porsches were lined up in a shady grove

911R clone from Johnny Johnson to guards red and a horizon blue (to name a few). The grove looked like a big Easter egg hunt.

After the tour, Euroclassics put on a very informative tech session mostly on the mysteries of tires, tire wear and how the Porsche tire monitoring system works. We owe Porsche technicians Wayne Hall, Jean Ashman, Corey Sanders and Chris Stone our thanks for working on Saturday for RPM.

Banquet night featured good food, camaraderie, awards presentations and Manny Alban, PCA National Secretary. Manny updated us on survey results, the Charlotte Parade and told us our club event was a very good one to have such great attendance and participation in all aspects of our multi-event weekend (especially because we are a relatively small club).



Herb leading a round of thanks to our wonderful hosts.

photo by Rebecca Morgan

The concours team was first-rate, led by Captain Dave Lasch and assisted by Pam Gray, McKenzie Horn (CDOC), Chad Hurst, Gary Hagar, Daryl Hurst and Jeffry Elmore.

For some of us, the speed of light arrived faster Sunday morning than any one on the track. Our traditional autocross was at Southside Speedway, founded in 1959 as an early dirt track. Actually Jim France (founder of NASCAR) has raced and visited this little 1/3mile banked

oval several times. About 20 cars came to autocross; most were the regulars with the usual lineup of older and newer 911s, a Cayman, several Boxsters and a Cayenne. As usual, for as many years as I can remember, Bobby Smith (1st Settlers) won the Fastest Time of the Day (FTD) in his tricked-out, shade tree souped up 914/6 headed for the Charlotte Parade autocross – Let’s wish him well, he’s practically one of us now. As always, thank you Erik Booty and Rick Ebinger for orchestrating a flawless, incident-free autocross.

Another great fun-filled RPM on the books – see ya next year!



Bobby Smith taking care of business in his 1973 914

photo by Emmett Richardson

## RPM '08 Concours Results

### 356/912

- |                          |            |
|--------------------------|------------|
| 1. Johnny & Lisa Johnson | 225 points |
| 2. Pat Daly              | 190        |

### 911 (1965-1998)

- |                    |            |
|--------------------|------------|
| 1. David Lawrence  | 216 points |
| 2. Gary Hagar      | 208        |
| Howard Faunce      | 208        |
| 4. Tom Shearin     | 198        |
| 5. Rey Martin      | 196        |
| 6. Doelan Anderson | 193        |

### 911 (1999-2007)

- |                        |            |
|------------------------|------------|
| 1. Alex and Gail Smith | 226 points |
| 2. Mike Tungol         | 220        |
| 3. Frank Ameri         | 215        |

### Boxster/Cayman

- |                 |            |
|-----------------|------------|
| 1. Guthrie Paca | 173 points |
|-----------------|------------|

Results provided by David Lasch

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# RPM '08, ROUND RACE

by Rick Ebinger

With the clouds looming over the racers for the majority of the day, (just what the doctor ordered for that black top skillet) Southside yielded yet another good day of round track fun. Southside Speedway is a one third mile paved oval with banked turns. We were able to make a faster and still safe course that challenged traction and the nerves of the contestants. Twenty one racers took on the walled challenge of Southside Speedway, running six timed runs and the entire field fit under the one minute time, a first for one of my courses. It was the same distance as usual, but we opened it up and it got a lot quicker. The safety wasn't compromised and we only had two heavy spins with immediate stops when the cars crossed that point of no return. I was happy with the different feel for the course because we always like new and different challenges, even if we only come to this site once a year.

Well, we'll start with FTD, fastest time of the day, and again Bobby Smith took top honors with his race prepped 914.

Bobby told us he was going to Parade this year and we'll see how well he stacks up against those regulars from around the nation. Others had fun with the course, and the usual battle between Alex and Bryce came on again, with Alex prevailing once more, but not by much. Bryce was an owner of one of those spins I had mentioned earlier, but I was impressed that he was as close as he was to Alex with only one event a year under his belt. Good job Bryce, and good to see you out there again. Rick Kiser made it a bit late with his three wheeled car trailer, but managed to pound out a 4th overall and first in his class with his race GT3. Jeffrey Elmore has added a few more tricks to his 2000 Boxster S and it did well, moving up the food chain to 8th place. Jeffrey had added exhaust and it did change the power bands a bit, probably from the back pressure. The car has a trait that I love on all good cars, neutral handling and enough power to get in trouble, at least in and out of the turns. Paul Sponseller, his second autocross and at 77, our most

"experienced" driver, is moving up the list and unfortunately I heard him say he was conservative when he bought his Cayman and maybe should have considered the "S" version. Sorry about that Paul. Seat time will be the biggest help, but the extra 52 HP would not hurt either. Keep up the good work. Frank Ameri joined the fun for the first time and drove around his beautiful black cabriolet. Mike Kilmer ran very well with a good time in his Targa, and John Kessler put down a very fast time with his daily driven 86 911.

Thanks to all of those who participated and a special thanks to Kerrigan Smith for course set up and help. Another successful day in Richmond, and a perfect close to a great weekend of fun, fellowship and auto enthusiasm. Thanks everyone.

P.S. Our second annual car control clinic will be held July 13th. We will not be bringing out the timing gear and focusing on technical parts of the course and what

you might run into in a Erik/Rick autocross. The focus will be on high speed turns, hard braking, slalom rhythm, and putting it all together for a great run. We will have open dialog and lots of Q&A. If you are interested in auto crossing, have a spouse that has always wanted to try, but didn't want to hold others up or be embarrassed, this is the even for you. Even if you have experience, you can always learn and add to your talent in an event like this. We even plan on putting together the skid pad again, or like some of you renamed it, the donut hole. Mark this on your calendar, it was a blast last year and should be again.

Happy motoring, and keep your shiny side up.

## AUTOCROSS RESULTS - JUNE 15, 2008

	Class	First Name	Last Name	Car Model	Raw Time
1	i01	Bobby	Smith	1973 914	36.615
2	i01	Rick	Ebinger	73 911	40.135
3	p03	John	Kessler	1986 911	40.203
4	s02	Rick	Kiser	2004 GT3	40.38
5	oth	Roman	Lifson	1998 BMW M3	40.423
6	s02	Emmett	Richardson	06 Porsche 911 Carrera S	40.64
7	i01	Erik	Boody	73 Porsche 911	40.824
8	s01	Jeffrey	Elmore	00 Porsche Boxster S	41.112
9	s02	Jack	Woodfin	01 Porsche Turbo	41.149
10	p03	Mike	Kilmer	83 Porsche 911 Sc	41.946
11	s02	Alex	Smith	2007 GT3	42.685
12	s02	Bryce	Jewett	1997 993	44.102
13	s02	Doelan	Anderson	2003 996	44.529
14	oth	Justin	Andress	2008 Pontiac G8	45.068
15	s02	Kamran	Raika	2007 911 Targa 4S	45.518
16	p03	Eric	Huggins	1988 911	45.861
17	s01	Bill	Thurston	03 Porsche Boxster	46.135
18	s01	Carl	Gerster	2008 Cayenne	46.444
19	s01	Paul	Sponseller	2008 Cayman	50.849
20	lad	Charlotte	Woodfin	2001 911 Turbo	51.629
21	s02	Frank	Ameri	2007 Carrera S Cab	54.099

I bought my first Boxster at the end of 2004, and it wasn't long before I had gotten the nerve to do some work on her myself. After plenty of research, I decided that my first project would be to swap out the stock shifter for a short-throw unit. The advantage of the short-throw shifter is that it reduces the distance your hand must move the shift lever between gears, theoretically reducing the time it takes to complete a shift. The exchange for the shorter throw is an increase in the effort needed to make the shift. Many (myself included) find the extra effort to also be a plus. For me, the shorter throw has a more mechanical feel to it, giving a better sense for when transmission is actually in gear, improving my clutch timing and making missed shifts less likely. I've enjoyed the short-throw shifter so much that it has seen duty in two different Boxsters and over 65,000 miles of enthusiastic use.

If you're interested in this modification, there are several short-throw shifters available for the 986, 996, 987, and the 997 (and every earlier model as well!) For starters, Porsche offers its own unit, which may have been an option on some years or models, such as the GT3. Through the dealership, the Porsche short-throw shifter is available as part of the Tequipment line, and it carries part number 997 424 983 00. One step outside of the factory offering is B&M's unit. Ever since the 1950's B&M has been making quality shifters for just about every automobile and transmission ever made, including Porsche. Unconfirmed rumor has it that the Porsche factory short-throw shifter is actually a rebranded, repriced B&M shifter.

Whatever the truth may be, there are plenty of reviews of the B&M product, and I've never heard any reasonable complaints of failure or defects in their line. If you're interested in the B&M shifter, give Mark or Mackenzie a call at CDOC. I bet they've got 'em in stock. The shifter I've been using is made by another company, Schnell, and I've been very pleased with it. I chose the Schnell because it was a bit cheaper than the B&M unit, and that it also had plenty of positive reviews. At the very end of the "shifter food chain" are some bargain priced Chinese-made units available through various stores on e-Bay. The cost of these is about what you'd pay in sales tax on one of the factory shifters. I've seen a few reviews of these, and the statements have been relatively positive, but the shifters are still too recent on the market to determine durability. Caveat emptor...

Installation of the shifter is not a difficult job and can be completed in a couple of hours. Aside from a couple of Torx bits, there are no special tools required for the job. All of the shifter kits should come with instructions, but B&M has a wonderfully detailed PDF file of the entire process. You can view and download this at <http://www.bmracing.com/media/products/pdf/67.pdf>. I don't want to cover the entire installation process here, but I will add a couple of tips. You'll be removing the console, so be sure to get all of the torx screws holding it in. Two of them are hidden pretty well: One is under the coin holder in the rear storage compartment; another is at the very front under the "batwing" shaped panel. Second, for earlier cars (1997-2004), there were a couple of different shifter knobs available. The knobs that came with the standard interior did not have a screw securing the knob to the lever, while some of the knobs for optional interiors did. Raise the shift boot up to the base



of the knob, and if there is no obvious securing screw under the shift boot at the base of the knob, it is secured only by pressure. It takes a very strong pull to release it from the shift lever. Third, when you are removing the old shifter, you will need to cut the tabs from the original bushings holding the shifter in its housing. The B&M directions say to use a utility knife, but I found the plastic to be a bit tough for this. I used a sharp wood chisel and it made the job considerably easier and cleaner. Fourth, below the floor of the rear storage compartment is the mechanism for adjusting tension on the parking brake. If your cable has stretched and it's not holding as well as it did when the car was new, now is a great opportunity to make adjustments. It's a very straight forward procedure, tightening up the tensioning nut, and then securing it with the lock nut. And finally, for those who don't smoke or simply have no use for the ashtray, Porsche has a nifty "Non-Smoker's Shelf" (option M580) that replaces the ashtray in the console, giving you a perfect place to keep your cell phone, change, chap stick, or any other small bits. The ashtray has to come out to get to some of the console bolts, so you've got a fine opportunity to abandon it altogether and pick up a clean little bit of storage space. Have a look at Suncoast Parts and Accessories or any dealership for the non-smoker's shelf. Have fun making your car "One in a series of one", just like the recent PCNA advertisement.

Happy driving and wrenching!



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# MEMBER MOMENT

JIM Grace



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

62 years young, retired teacher & owner of Grace Aquatics, Swim Pool business, Lake of the Woods in Locust Grove, Virginia.

**What was your first car?**

TF1500 MG...not sure what year.

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

My first Porsche was a midnight blue 67' 912. Current Porsche...'76 912e, '73 914,...two I'm

working on: 68 912...and another 76 912e.

**Why did you choose this model?**

Why?...It's a work of art!

**What is your earliest Porsche memory?**

I dated a girl in college who had a '53 356... she let me drive it in the White Mountains in New Hampshire...what can I say...I was in love!

**What is your dream Porsche and why?**

My dream car is my '76 912e...the body style was bold and distinct

**What is your favorite Porsche-related activity?**

Driving on Skyline Drive..in the fall...it's a zen experience.

**What is your favorite driving song?**

My favorite driving song is "Gimme Some Lovin" by Terry Reid.

**What non-Porsche activities do you enjoy?**

Scuba diving in the Caymans...avid Kayak nut anywhere...and of course grill master!



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

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**IT DEPENDS!!!**

Bill Sanders, CPA (434) 975-1120  
703 E. Jefferson St., Charlottesville, VA 22902

# MEMBERSHIP REPORT

rebecca morgan

Shenandoah Region has 205 Primary Members

## WELCOME NEW MEMBERS!

The following people have recently joined our region. Please welcome them to the club!

**Cam Abernethy**  
Waynesboro, VA  
2004 911 Turbo

**Jay Landman & CJ Gerhardt**  
Natural Bridge, VA  
2004 996

**Michael Evangelista**  
Dillwyn, VA  
2007 Cayman S

**Raif Antar**  
Charlottesville, VA  
1977 911S; 1987 930; 1974 914

Welcome to the Shenandoah Region!  
We look forward to meeting each of you  
in person at a future event.

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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# TREASURER'S REPORT

gay jewett

**Balance 5/22/08** **\$10,283.61**

Date	Category	Income	Expense
6/4/08	RPM08 plaques-pd to Alex		16.00
6/5/08	RPM 08 sponsors-G&W(500)Dave's Auto Spa(500)	1,000.00	
6/5/08	RPM08 registrations	901.00	
6/5/08	HE ads-Sanders(216)Photoworks(216)FLOW(360)	792.00	
6/5/08	May Autocross	395.00	312.74
6/5/08	Autocross software renewal		129.00
5/5/08	RPM08 registration	60.00	
6/10/08	PCA National	560.00	
6/12/08	RPM08 drinks, water		42.96
6/13/08	RPM08 registrations	1,085.00	
6/15/08	RPM08 Southside Speedway		1,000.00
6/15/08	RPM08-box lunches-Schlotsky's		242.55
6/15/08	RPM08 expenses-Smiths		1,391.47
6/16/08	RPM08 registrations	614.00	
6/16/08	RPM08 - t-shirts	150.00	
6/16/08	HE-print June		481.28
6/16/08	HE-mail June		152.08
6/16/08	RPM08 sponsor-PCA National	300.00	
6/17/08	RPM08 lunch for 75 + tent		2,728.95
6/17/08	RPM08 dinner for 46		2,327.85
6/19/08	RPM08 -mail booklets		10.07
6/19/08	RPM08 sponsor - Euroclassics1,	500.00	
6/19/08	HE - ad - Basil	360.00	
		<b>\$7,717.00</b>	<b>\$8,834.95</b>

**Balance 6/22/08** **\$9,165.66**

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Editor, Shenandoah Region  
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## UPCOMING EVENTS AT A GLANCE

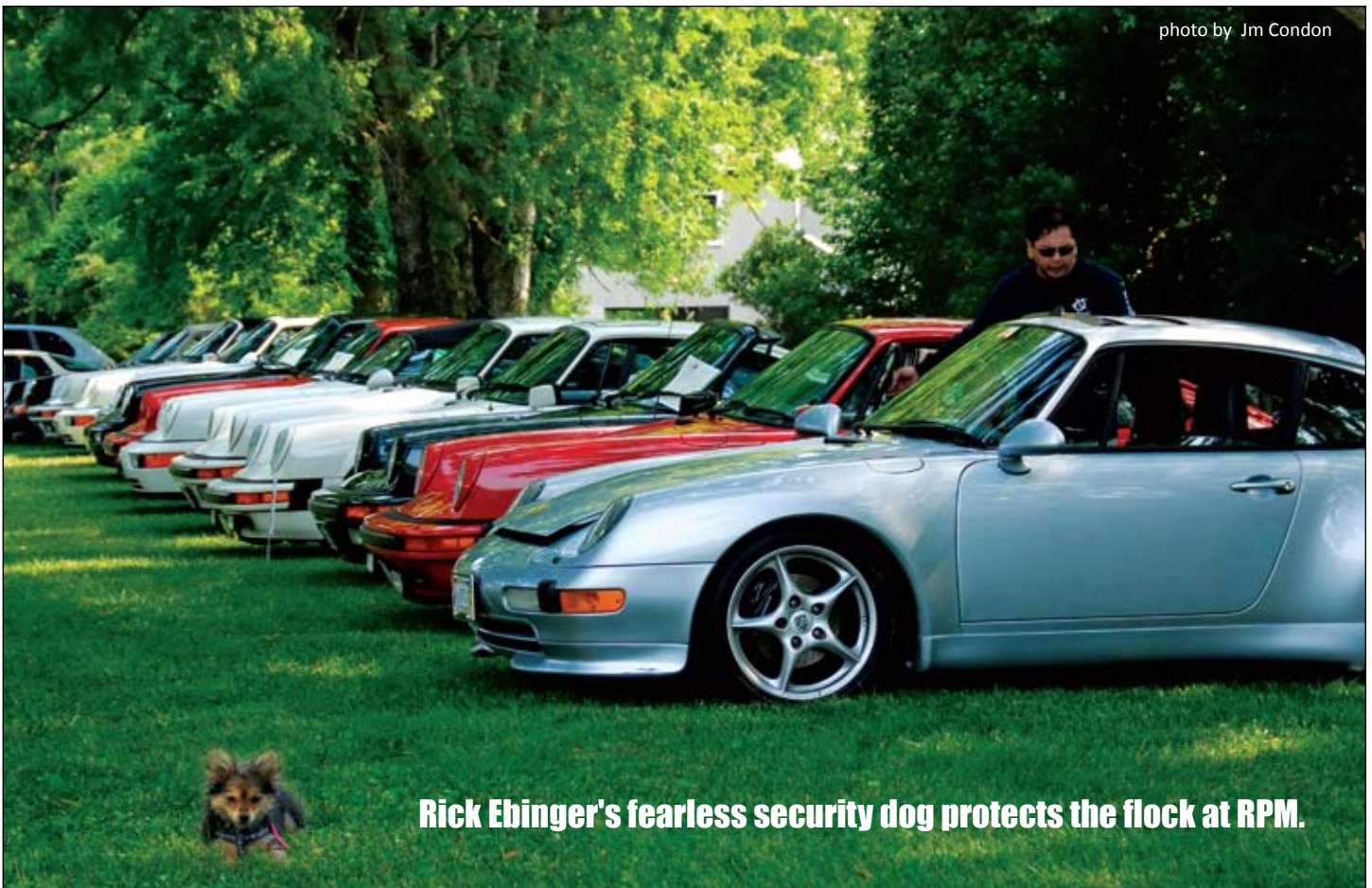
### JULY

- 1-3 Porsche Parade 2008 - Charlotte, NC
- 13 **Car Control Clinic** - Augusta Gov. Center - Verona, Virginia

### AUGUST

- 8-10 Zone 2 PCA Club Race - VIR
- 23 **Shenandoah Region's 13th Anniversary Party** - Herb Distefano's house on Lake Anna
- 24 **Autocross** - Augusta Gov. Center - Verona

Check the website for event details & updates at  
<http://SHN.PCA.ORG>



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