

HEAT EXCHANGER

FEATURED THIS MONTH

RPM 2011 – Reviews and Photos

AUTOCROSS Results & Upcoming Opportunities

Conquering Concours at RPM

GRAND AM at VIR





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Shenandoah Region, PCA is an 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.

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.

WRITTEN CONTRIBUTIONS AND PHOTOGRAPHS ARE WELCOMED. Please e-mail submissions to info@printsourceva.com, prior to the 10th of the month. Please make the subject line of your email "Heat Exchanger". Publication of those submissions will be in the next available issue, based on space, timeliness, and appropriateness. A special thanks to all those who contribute and advertise in "The Heat Exchanger!"

Advertising rates: \$75/month full page inside front and back covers, \$60/month-full page interior, \$36/month-half page, \$24/month- quarter page/business card. We prefer ads to run for a minimum of six issues, preferably 12 (one year), and are due and payable in advance. All ads, except the inside covers, are in black and white and must be sent in a reproducible format such as Adobe PDF, JPEG or TIFF file. Please contact the Advertising Manager for ad sizes. Send all ads and inquiries to the ADVERTISING MANAGER, Dan Ehrman, (434) 973-8399 or (540) 456-8116.

Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 20th of the month prior to publication. These classifieds are free of charge for Shenandoah Region PCA members and all Das Market ads will be purged after running. Das Market Ads also run for free in the web site's new Mart page. Send optional photos and copy by e-mail link to the webmaster. All others who want to run a classified ad in Das Market will be charged \$1.00/line.

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Dick Pitman's 1963 356B which took first place in the 356 class in the judged concours, June 11, 2011.

SHN.PCA.ORG

A regional web forum should make it easier for small groups to organize and coordinate Porsche-related activities quickly without requiring a flurry of emails and phone calls among the participants.

If you would like to join the group, go to the LINKS page, click on "Shenandoah Region Forum," and then click on "Sign in and apply for membership," click on "create an account", and fill in the blanks. Google will send me an email with your request, which Jim Condon will approve if you are a member the Shenandoah Region PCA. After you have become a group member, you can log in to read or post messages at any time by clicking on the "Shenandoah Region Forum" link.

Thanks to Jeffrey Elmore for suggesting the forum, which we hope will help our members get together for small impromptu events. If you have any questions or comments about the forum, send Jim an email at jcondon@nrao.edu. THANKS JIM!

RPM 2011 – It gets better every year ... and we get a better turnout every year, too. This says a lot about our membership and level of participation. I volunteered again this year and this event never gets old for me. No doubt, it's a lot of work and effort to put this event on each year – many thanks to everyone involved.

This year's photo review includes many submissions by members; I hope you enjoy the different points of view in the center photo spread. If you have some photos you'd like to share, send them to us, and I'll be happy to get them included in the upcoming issues.

Thanks again to all who made RPM 2011 the success it was!

Ben

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We look forward to hearing from you soon... Dan Ehrman,
'02 Boxster

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Since the June issue of our Heat Exchanger Shenandoah members have participated in a myriad of events. In mid May Rick Ebinger and Erik Boody pulled off a fun and exciting autocross at the Augusta Government Center in Verona. Despite the forecast for rain, we ended up with a pleasant spring day and great driving conditions. Congratulations to new autocrossers Don Coleman, Laramie Huggins, Jim Murphy, and Michael Scroggham. (Jim is currently driving a Subaru WRX STI and hoping to purchase a Porsche soon.)

On May 20 - 22 Shenandoah members attended the First Settlers Region DE at Virginia International Raceway in force. Our club is still a bit small to host a large DE, but

that doesn't mean we don't like to drive in them. Fifteen of us took to the track and enjoyed learning how to drive fast, smoothly, and safely on the twists, turns, and elevation changes of the 3.27-mile road course at VIR. Hats off to Bob Brown, Don Coleman, and Beth McKenney who participated in the DE Intro. Beth liked her session so much she signed on to finish the weekend in the green group. Hopefully, we'll see the others for a full-fledged DE next time. One of my favorite experiences of the weekend was a ride-along with Shenandoah member John Kessler in his bright yellow, track-prepared 1971 911. I can't remember when I've had such a fun ride! I smile every time I think of it.

We finished out the month of May with an RPM Preparation Workshop and Concours Clinic in Richmond. (See Lynne Taylor's article in this issue.) Our region continues to grow and become more active. That's a good thing. But, we are finding that we need to have more volunteers for events and provide opportunities to prepare them for their duties. In addition, people new to our club or those who are trying a new activity need a little encouragement and information to help them feel comfortable participating in events. Many thanks to Alex Smith, RPM founder and coordinator, Bob Duntley, Treasurer, Herb Distefano, on-site registrar, and Dave Lasch, head concours judge, for their efforts in putting on a very helpful and informative workshop and clinic.

Our tour co-chairs, Dan Graff and Bates McLain, came through with another enjoyable Porsches & Pastrami Reloaded on June 5. The weather cooperated and we started with lunch on the patio of the

Millmont Grille in Charlottesville. Afterward we exercised our Porsches on the rolling roads of Albemarle and Nelson counties and finished the afternoon at the Crossroads Store in North Garden. For those of you who have never joined your fellow Shenandoah members for an event, Porsches & Pastrami Reloaded is the perfect place to start. You'll partake of good food, get to talk to other Porsche enthusiasts, and go on a short drive through the countryside. You'll love it!

Mother Nature gave us a beautiful weekend to enjoy our Porsches and the company of our friends for Shenandoah's biggest event of the year, the Richmond Porsche Meet (RPM), which was held on June 10-12. (See Pat Daily's article in this issue for all the details.) Our region is very fortunate to have Alex Smith, the mastermind of RPM, who put together the first RPM and has carried on with it for fifteen years. We also couldn't coordinate and support events on this scale without help from Alex's family, Howard and Leanne Faunce who opened their beautiful home and grounds to us for the concours, and the many volunteers who gave their time and effort to make this event a success. Very special thank-you's go to Rick Ebinger and Erik Boody for setting up and running an outstanding autocross at Southside Speedway. Rick and Erik gave good support and instruction to the numerous new autocrossers who participated. My guess is the rookies will be back for more autocrossing fun. Erik also coordinated online registration for RPM, which made the registration process easier.

We greatly appreciate the financial support of our sponsors who helped to make RPM a first-class event. Thank you to (in alphabetical order) Burleigh's Body Shop, CDOC, Concours Detailing, Dave's Auto Spa, Euroclassics Porsche, G&W Motorwerkes, Ltd., Import Autohaus, Ltd., Radio Communications of Virginia, Porsche Cars North America, and W.D. Sanders, CPA.

Our club historian Harry Kennison brings us another Shenandoah history quiz in this issue. Harry knows how to come up with some great questions. Also this month, Bruce Russell reveals how he got bitten by the Porsche bug in his "Russ's Ramblings" column.

The Porsche Parade in Savannah, GA is coming up soon, July 31-August 6. Registration will be open until July 20, so register now to be able to attend the activities in which you wish to participate. I hope to see you there!

Call or email me at (434) 295-3955 or vscapecs@cstone.net if you have questions or suggestions. See you at our next Porsche event!

Sherry

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MEMBERSHIP REPORT

For the Period Ending June 1, 2011

Primary Members 202

Affiliate Members 156

Total Members 358

Welcome to the following new members:

Roger Mecking of Charlottesville, VA
1983 911SC
from the Potomac Region

Farewell to the following members transferring out:

Constance & Ronald Marson to the Central New York Region

Have you updated your email address with PCA lately?

We'd love to be able to contact you periodically by email to inform you of special club events. We'll never publish your email or use it more than just a few times a year. Please visit www.pca.org under member services to ensure your email (and other contact information) is correct.

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.

INSURANCE FOR SHENANDOAH REGION PCA EVENTS

All members, children, and guests who drive, ride, and/or spectate at PCA moving car events are required to sign PCA waivers to be covered by PCA insurance. These events include but are not limited to driving tours, road rallies, autocrosses, gymkhanas, tech sessions, and Drivers Education (DE) events.

Waiver forms for adults are available and are to be signed at the events.

Waivers for children are available on the Shenandoah web site at <http://shn.pca.org/clubdocs.php> and can be prepared in advance. Click on "Release and Waiver of Liability (minors in restricted areas)." Forms must be printed in color and be signed by both parents or guardians where applicable. Waiver forms for children will be available at the events, also.

CALENDAR OF EVENTS

July

- 4 **Happy Independence Day!**
- 10 **Autocross at Augusta Government Center**
Verona, VA
- 18-19 **Carolinas Region DE**
Alton, VA

***** July 31 - August 6, Porsche Parade in Savannah, GA *****

August

- 7 **Porsches & Pastrami Reloaded**
- 14 **Autocross at Augusta Government Center**
Verona, VA
- 20 **Anniversary Party at Lake Anna**
Bumpass, VA

September

- 2-4 **Potomac Founders' Region DE at VIR**
Alton, VA
- 2-4 **ALMS Grand Prix Race**
Baltimore, MD
- 15-18 **PCA Escape**
Flagstaff, AZ
- 16 **Wilderness Trail PCA DE at VIR**
Alton, VA
- 17 **Autocross at Augusta Government Center**
Verona, VA
- 18 **Classics on the Green Car Show at New Kent Winery**
New Kent, VA
- 24 **Blue Ridge Region PCA Octoberfest at Wintergreen Resort**
Wintergreen, VA
- 24 **Potomac Founder's Region PCA HPDC at Summit Point Motorsports Park**
Summit Point, WV
- 24-26 **First Settlers Region PCA DE at VIR**
Alton, VA

DE: Drivers Education event
VIR: Virginia International Raceway
RIR: Richmond International Raceway

visit **SHN.PCA.ORG** for details & updates

A Summer Full of Autocross Opportunities

Join Rick Ebinger and Erik Boody for a number of autocrosses that are sure to please and challenge experienced and new drivers alike.

When: Sunday, July 10, 2011
Time: 9:30 a.m.—Registration & Tech
11:00 a.m.—Drivers' Meeting
11:30 a.m.—First Car Off
Where: Augusta Government Center
Verona, VA
Online Registration: www.motorsportreg.com

(Save \$4 by registering online by Saturday, July 9.)

If you are a PCA member and have never autocrossed, your first autocross is free. See Erik Boody when you register at the event.

Our autocrosses are open to Porsches and other brands of cars. Drivers and spectators do not need to be PCA members. Loaner helmets and instruction for novice drivers are provided. There is a large open pavilion that provides shelter from sun and rain, and restrooms are available. Events are held rain or shine.

Adult participants and spectators must sign the PCA insurance waiver form that will be provided at each driving event. Minors may attend PCA events only if their parents sign the appropriate parental-release PCA insurance waiver forms. This form can be downloaded in advance off of the Shenandoah PCA web site at <http://shn.pca.org>. Forms will also be available at the autocross.

To find out more about our autocrosses, what autocrossing is all about, links to online registration, and driving directions to the Augusta Government Center see the announcement under "Upcoming Events" on the home page of the Shenandoah web site.

Next Autocrosses at the Augusta Government Center in Verona:
Sunday, August 14
Saturday, September 17

Porsche Parade 2011 in Savannah, Georgia

The Porsche Parade is the Porsche Club of America's largest and most popular event. Porsche enthusiasts will come from all over to participate in this week-long celebration from July 31 – August 6 of the car about which we are so passionate. You can stay for a few days or the whole week.

The Parade in Savannah this year will have something to offer for everyone—an autocross, a concours, gimmick and time-speed-distance (TSD) rallies, numerous scenic driving tours, tech sessions, social events, and the opportunity to explore the beautiful historic city of Savannah and sample some of the best cooking of the South.

Join my husband Jim Condon and me, fellow Shenandoah members, and other Porschephiles at the Porsche Parade! If you are interested in coordinating with other Shenandoah members to make the drive to Savannah, please contact Sherry at vscales@cstone.net or (434) 295-3955. I'll try to help you make a connection. Registration ends on Wednesday, July 20, 2011.



2011 PORSCHE PARADE

Savannah, Georgia

July 31 - August 6, 2011

Learn more and register at parade2011.pca.org

Porsches & Pastrami Reloaded

Join Shenandoah tour co-chairs Dan Graff and Bates McLain as they host another enjoyable afternoon of food and fun with your Porsche friends.

This is a great casual event for new members (and those long-time members who have never been to a

UPCOMING EVENTS & EVENT REVIEWS

Shenandoah event) to meet and get to know their fellow club members. We will start the afternoon with lunch at 1:00 p.m. at the Millmont Grille, a spacious American fusion restaurant that offers a variety of appetizers, soups, sandwiches, wraps, burgers, entrees, and desserts. There's ample free parking and an outdoor patio where we can eat if the weather is nice. Each person pays for his or her own meal.

Around 2:15 p.m., we'll take our Porsches out for a short scenic drive through the countryside. Stay tuned for route details.

Date: Sunday, August 7, 2011

Time: 1:00 p.m.

Where: Millmont Grille
(Just behind Barracks Road Shopping Center)
1035 Millmont Street
Charlottesville, VA 22903
(434) 245-8646
www.millmontgrille.com

Please RSVP to Dan at horrido05@gmail.com or (434) 996-9040 {cell} by Friday, August 5 so he can get a headcount for the restaurant. For maps, menu selections, and other information visit the Shenandoah web site at <http://shn.pca.org/>.

Shenandoah's 16th Anniversary Party at Lake Anna

We will celebrate Shenandoah's 16th Anniversary on Saturday, August 20, 2011. This year we will have two driving tours, one that will start from the west near Charlottesville and another that will begin near the west end of Richmond. Both tours will end up around noon at the beautiful lakeside home of Shenandoah member and host Herb Distefano.

We will park our Porsches on the lawn near the waterfront and partake of a no-charge catered lunch that will be served at 12:30 PM under the tent alongside the lake. Cake and ice cream will follow lunch. Entertainment will include a peoples choice car award, door prizes, a Kinder Korner for the little ones, and pontoon boat rides.

Please RSVP to Herb at (804) 448-3448 or herbd911@comcast.net by Tuesday, August 16. More details will be posted on the Shenandoah web site at <http://shn.pca.org/> and sent out in club emails.

The Baltimore Grand Prix

The Race: The Baltimore Grand Prix will be a spectacular three-day "festival of speed" in downtown Baltimore that is part of the 2011 IZOD IndyCar Series schedule. On September 2-4, the streets of Baltimore will come alive with the sights and sounds of high-speed automotive racing. Watch as the cars of the IZOD Indy series and the American Le Mans series transform Baltimore into the Mid-Atlantic's premier motorsport destination.

The Platz: There will be a Porscheplatz tent (40'X40') and Porsche-only parking corral. This Porsche owner opportunity provides experiences not possible with normal road race attendance. Activities for the registered Porscheplatz participant include personalized Meet & Greet with Porsche race drivers and race team personalities and special presentations by factory VIPs. In addition, supervised Parade Laps of the track will be available to registered Porsches. Registration for Parade laps will be at the hospitality tent for credentialed Porscheplatz participants only. Other special features include a Long Distance Award, raffle drawings for a hot pit pass escorted tour, special Porsche related prizes, refreshments, and the opportunity to watch all the track action on a large screen closed circuit television.

The Porscheplatz is sponsored by Porsche AG and Porsche Cars North America with the cooperation of the International Motorsports Association (IMSA) and the American Le Mans Series. The Porscheplatz is managed by Porsche Club of America volunteers, but all Porsche owners are welcome.

For more details and links to registration, visit the Shenandoah web site at <http://shn.pca.org/>.

The weekend June 10, 11, and 12 was the 15th annual Richmond Porsche Meet—an event that I look forward to every year with great anticipation. For me, it is one of the nicest and most fun events that the Shenandoah Region of the PCA puts on for its members and guests.

RPM began Friday evening at Dave's Auto Spa in the Huguenot Village Shopping Center on Robious Road in Richmond where Dave Cottrell made the Spa available for RPM participants to prep their cars for Saturday's concours. Most of the 13 people who stopped by the Spa took a quick look at the Porsches in the parking lot and retreated into the cool air-conditioned waiting room to escape the intense afternoon heat and chat with fellow Porsche owners. Later that evening about 16 people stopped by Mark Cooke's Euroclassics Porsche to check out the cars and talk about things Porsche!

Saturday morning was bright and sunny and the concours commenced at the lovely home of Dr. Howard and Leanne Faunce alongside the James River. I got there about 8:30AM and got to watch many of the cars arrive and listen to their exhaust notes—I can't think of a better way to spend a lovely Saturday morning.

We had 78 cars displayed on the lawn, including 21 entered into the concours. Three 356s, a magnificent new Porsche Speedster (one of only 100 imported to the US from the total production run of 356 cars), all kinds of new and older 911s, two 912s (really beginning to come into their own as collector cars), and many Boxsters (including a 2011 Spyder), Caymans, four 928s, a 944, a new Panamera, several Cayennes, and a 550 Spyder replica were on display along with a poster about Porsche number 1. I love the way Porsche remembers and celebrates their history with limited production runs like the new Speedster—It is something that really helps separate this small car company from the herd of other car companies. I had a great time catching up with old friends, taking photos, and discussing the relative merits of the cars. Steve Riley from Porsche Cars North America (PCNA) and Tom Zaffarano our Zone 2 rep from the PCA joined us for RPM.

Once again, as he has done for the last 15 years, Dave Lasch and his band of volunteer concours judges worked very hard judging all of the cars. It amazes me how much effort they put into this event—including having a class two weeks prior to RPM to train everyone in the fine art of judging and exhibiting as well as preparing other volunteers to handle registration, parking, and other needed positions.

Later in the morning Café Carrera served a superb lunch by the James River. What a great place to eat a good meal while enjoying a great view of the James. I met a new neighbor and his wife, and Sandie and I enjoyed talking with them about Porsches, the area, and the beautiful view. President Sherry Westfall presented Alex Smith with a really unique souvenir, a Synergy racecar hood signed by club members for the 15 years of his efforts of organizing the RPM. She also recognized Cole Scrogam, Shenandoah's first President, for his work in starting the Shenandoah Region PCA back in 1995.

After the concours concluded, Sherry Westfall and Jim Condon took a number of the RPM participants on the driving tour/gimmick rally on the back roads of Henrico, Goochland, Powhatan, and Chesterfield counties. The drive ended at Euroclassics Porsche in Midlothian where prizes were awarded to the winners of the gimmick rally.

After browsing through the stable of Euroclassics' Porsches, people joined service manager Chris Stone and head Porsche-certified technician Wayne Hall for a very informative presentation on the Porsche Cayenne Hybrid, complete with a PowerPoint show and an up-close look inside and out of a Cayenne Hybrid in the shop.

Saturday evening's Cocktails and Dinner/ Awards Presentation was held at the Martin's Grant clubhouse with a wonderful gourmet meal followed by Weldon Scrogam's remembrances of his friend Matt Drendel, a collector and restorer of rare Porsches and a racecar driver for the G&W Motorsports team that won the 2001 GT3 Championship. Dave Lasch announced the concours results and passed out the hand-made trophies. Alex Smith followed by giving out goodies to people who helped make RPM a success.

Commander Dick Pitman's magnificent 356 Roadster won the concours class for 356s—he told me that he was so thrilled with the restoration of the Roadster by Chris and Robert Overholser at Lufteknic that he has started waxing the bottom of the car and keeps it parked on a carpet in his garage! Other winners were George Michaels from the First Settlers Region PCA with his distinctive coral-colored 928GT, Lewis Ward, manager of Concours Detailing, with his 993, Shenandoah member Roger Borsink with his 2002 996 Turbo, and Bob Brown, another Shenandoah member, with his 2008 Cayman S.

The Gay Jewett award, presented in memory of long time Shenandoah member Gay Jewett, for People's Choice was

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2011 RICHMOND PORSCHE MEET (RPM)

CONTINUED

given to Chris Acker for his 1962 356B Cabriolet. Chris made quite an entrance at RPM as he drove onto the concours grounds with three passengers.

Sunday morning I drove to Southside Speedway where Erik Boody and Rick Ebinger had the autocross event all set up—I imagine they must have arrived really early to get this event so well organized and ready to go. We had 22 cars entered including my 356B coupe (Fast Frieda), which is the only 356 that has ever run in the autocross for the last 15 years. The course was a bit different this year with long straights on both sides of the oval. It was a faster course and a lot of fun. I noted an increasing number of women driving their own Porsches, more than I can recall at previous RPM's.

Rick and Erik did such a great job running this event that we were finished shortly after noon. After a great boxed lunch that Gail Smith coordinated, Alex, Rick, and Erik passed out the awards. As we departed I was thinking of how much this very special weekend means to me—good friends, good cars, good food, and great fun!

I really want to thank all of the sponsors for their support of the RPM. We could not have had such a successful event without them.

It is important that we recognize and thank Alex Smith, Gail Smith, and Kerrigan Smith who are the prime movers for the RPM. I can't imagine how much work it is for all of them. And we owe a very special debt of gratitude to Dr. Howard Faunce and his lovely bride Leanne and their family for providing the venue for the concours event at their beautiful home on the James River.

Many members of the club volunteered to help with the RPM including Dave Lasch and his team of judges for the concours, Herb Distefano, Bob Duntley, and other volunteers for taking on the large task of registration, Sherry Westfall and Jim Condon for the drive on Saturday afternoon and for the photos, the good folks at Mark Cooke's Euroclassics Porsche for their financial and event support, Erik Boody and Rick Ebinger for the autocross, and Dave Cottrell of Concours Detailing and Dave's Auto Spa for welcoming us to the Spa on Friday evening and supporting us. Last but not least, we greatly appreciate the financial contribution made by Porsche Cars North America that helped to make this a first class event. We owe them all a great big thank you!

RPM VOLUNTEER PREPARATION WORKSHOP AND CONCOURS CLINIC (AKA CONQUERING CONCOURS)

LYNNE TAYLOR

"Are you entering RPM Concours again this year?" Sherry asked. "Probably not," I answered, "Not sure how to improve my scores over last year." Then I confessed that after decades of driver's ed, autocross, and rallying, I knew nothing about concours. I had only entered last year because my "new" car was fresh out of the dealership and as clean as it's ever going to be in my hands. But apparently, I needed to do more if I wanted to win. But what?

Next thing I know, I'm attending the RPM Volunteer Preparation Workshop and Concours Clinic. On May 29, seated in comfy chairs and plied with delicious munchies, I joined 13 other wannabe volunteers, listening attentively as Alex Smith described the history of RPM, from its inception in 1997 with 17 Porsches to its explosive growth of last year's RPM of 87 Porsches, 21 of which were entered into the concours..

Alex's description of RPM's growth segued nicely into Bob Duntley's discussion of registration, specifically how to streamline it and avoid bottlenecks. Aiming to make registration as painless as possible for registrars and registrants, he proposed having two registration stations (closer to the site so volunteers are closer to the action) and divvying up responsibilities. He described how colored wristbands would indicate who signed up for what. He had all this information conveniently on a handout, clearly outlining the seven registration steps, making it easy and inviting for a first-time volunteer to say, "I can do that!"

This can-do theme carried into Dave Lasch's description of concours judging. "No experience needed," he said. I was relieved to learn that each judge is assigned just one area, not the whole car; that each team would contain experienced judges; and that judges are allowed to confer. Dave emphasized that the key skill needed for judging is consistency. If you judge every car by the same criteria, you're judging fairly. Within a few minutes, I knew that the only way to really understand concours was to judge concours.

And I did. So have I conquered concours? Let's just say "Success is a journey, not a destination," but what a great journey! Without this workshop, I may have neither entered nor judged. Thank you Sherry, Alex, Bob, and Dave for volunteering your own time to help and encourage other volunteers.

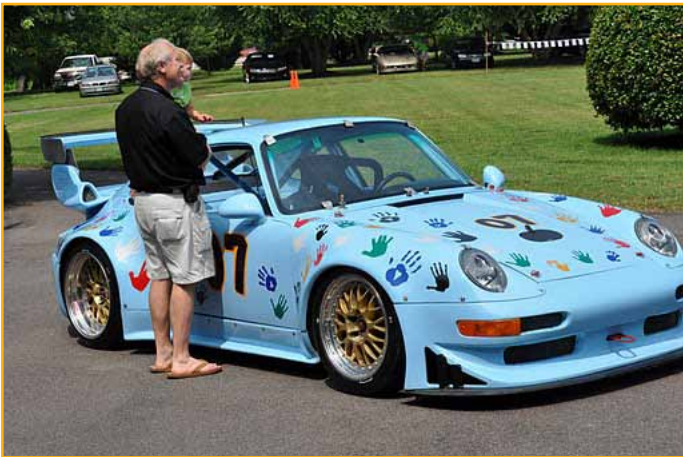
RPM Highlights



One of only 100 Speedsters imported into the U.S. from total production run of 356 cars



Pat Daily signing Alex Smith's commemorative 15th anniversary RPM hood



PHOTOS BY ENGELBERT MUELHAUPT



RPM Highlights

PHOTOS BY GREG GLASSNER



Presidential Lunch Brunch



Heading Home



No Porsche, but not too shabby



Proof I made it there



Front Engine Row



Cab & the James Rivers



Boxster Spyder



Dick Pitman and his '61 356 Roadster

Overlooking the scene



Side Views and the James River



RPM Reflection



Porsches and People

PHOTOS BY JILL SANDERS

MEMBERS PHOTOS

MARK FRANCIS

These are from Brock Yates' 1 Lap of America when they visited Summit Point on Sunday May 1st for a Time Trial. Each car is driven by a team of two drivers. Each driver got a timed 3 lap run and results were based on the cumulative time of all three laps. Then they packed their gear into the cars and headed off to Carolina Motorsports Park for the next event the following day.



996TT and 944T



997 Turbo



930 at 1 Lap



Cayenne



GT3RS on Track



Panamera at 1 Lap



79 SC

Have you ever stopped to reflect on how you became interested in Porsches and what pushed you to make the ultimate purchase? I thought this would be an interesting topic to reflect on this month.

When you ask folks what was the deciding factor to purchase their first Porsche, you receive a myriad of responses. The one scenario that I hear revolves around some event that occurred years before the actual purchase was made. For example, I often hear of the Porsche interest being piqued during one's youth when a neighbor, relative, or friend had a Porsche. Maybe you got to ride in a Porsche once and told yourself, "I will get me one of these".

I believe in most cases there is some personal connection or event that drew us to the Porsche marque and ultimately ownership. Rarely does someone just "out of the blue" go out and buy a Porsche. Buying a Porsche is not like buying a Ford or Chevy. Of course, there are what I call the "Silver Spoon" folks that came from a life of privilege and wealth. They were probably given a new Porsche when they graduated from high school...I should have been so

lucky! I got a used 1957 Chevy Bel-Air and I had to pay for it with my own money.

I would like to share my own personal story and how I got started down the "slippery slope" of Porsche passion.

It all started for me back in the mid-1950s when my father was posted to Frankfurt, Germany. Dad was a civilian U.S. government employee working in post-war Germany. One of his work colleagues was a linguist/translator, and she lived in our housing community. In late 1954, she bought one of those "sporty" Volkswagens that were called "Porsche". It was a silver Porsche 356 Pre-A coupe with brown interior. I remember the first day she brought it over to show my mom and dad. Two things are still vivid in my mind about that Porsche...the large steering wheel and how low the car set to the ground. Keep in mind our family car at the time was a 1953 Chevrolet sedan, which in those days was as big as a tank.

The woman (I do not recall her name) asked if I wanted to go for a ride. So this very excited 8 year old jumped into the passenger seat before my parents could say "no". I

CONTINUED ON PG 17

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recall there was a lap seat belt, but I'm not sure if I used it. Off we went in what I thought was a true rocket ship! We drove some city streets and then out into the countryside. All was fine until the first 90-degree turn on a country lane. She went around that first corner so fast I thought I was going to be ejected from the car and join Buck Rogers in outer space! For the remainder of the ride I held on for dear life and was afraid to open my eyes. The Pre-A 356 had approximately 50-60 horsepower and had tires just a tad bit wider than today's mountain bike tire so the "cornering power" could not have been all that great by today's standards. Regardless of those unimpressive facts, this 8 year old was visibly shaken by the all-consuming power and performance of that little sports car. The "seed" has now been planted in my little brain.

The woman was kind enough to give me a toy model of a Porsche 356 as a Christmas present that year. I kept that memento of my life-altering experience for many years until the toy's paint wore away and the miniature rubber tires fell off. I wish I still had that toy 356, but unfortunately it disappeared many years ago.

Fast forward to 1965 and I am now living in Fairfax County, Virginia. I am a senior in high school and have a passion for sports cars. Unfortunately, I drive a '57 Chevy but that is a story for another day. A neighbor down the street is a United Airlines pilot, and he comes home one day with a new 1966 Porsche 912. All I remember is the car is painted a beautiful blue and has a leather interior. He asks if I want to go for a ride; I suddenly break out into cold sweats as I recall the last "ride" I took in a Porsche. Eventually I agree, and off we go for my second ride in a Porsche. It was not bad this time, and I actually enjoyed the ride. I am now very intrigued by this German sports car and tell myself that one day I hope to own one. I am now committed to Porsche ownership.

Now we come to the part of the story that transforms dreams and passion into reality. It is January 1985, and I am living in the small Bavarian town of Baierbrunn, Germany. I am driving a company owned Volkswagen Golf, but I want to purchase a nice German car that I can take back to the states when I transfer back home. I do not want a Mercedes because the Germans consider them taxis as evidenced by a visit to any taxi stand in West Germany. The Porsche "bug" is on my mind, but Porsches are from Stuttgart which is 120 miles away. I am very interested in a BMW because their factory is right down the road in nearby Munich and they are really fun cars to drive. Oh my, decisions, decisions!

My German friend and neighbor knows that I am looking for a nice German car to purchase. So one cold Saturday morning, Lothar comes over to show me a classified ad in the local newspaper for a used 1977 Porsche 911S. It is advertised to be in excellent condition with less than 30k miles on the odometer; asking price was \$7300. Lothar asked if I wanted to go look at it, and thinking back to 1954 and 1965, I said ok, why not.

The next day we drove out to a farm near Starnberg and met the seller. The car was being stored in the owner's garage and was under a canvas tarp. When he removed the tarp, it revealed a dingy, dirty Grand Prix White 911 with black/white cloth herringbone seats. I looked at Lothar, rolled my eyes and was ready to walk. Lothar began asking the owner questions (the owner did not speak English) and probing around in and under the car. Lothar told the owner that we wanted to take it for a test drive. After cleaning the grime off the windows and lights, we fired her up. The car started immediately and settled into a smooth idle. We drove off; Lothar and I did not talk until we stopped at a nearby gas station. I said, "are you crazy, I am not buying this piece of junk". Lothar smiled and said, "my friend, under this dirty exterior is an excellent example of a Porsche 911". He said that with a good cleaning the car would look and run like new. Mechanically, Lothar said, the car was sound (no PPI's in those days). I test drove the car some more and I could tell it ran very strong and was a solid car; it just looked like hell.

To make a long story short, I bought the car for \$6800 and fulfilled the promise I had made to myself in 1965. I drove the car around Germany, Austria, and Switzerland for the last year I lived in Europe. Driving a Porsche on the back roads and Autobahns of southern Germany is a thrill that cannot be equaled. The car was shipped back to Norfolk, Virginia in 1986 when I transferred back home. I drove that 911 for ten more years, and as Lothar had said, it was a great example of a Porsche 911 (it just had funky-looking seats).

Well there you have my story of how I got intimately involved with these wonderful little cars. I hope your own personal story of Porsche ownership is interesting and intriguing and these German sports cars have given you a great deal of personal driving enjoyment.

Next month is the story of my '57 Chevrolet...just kidding!

Drive Safe.

PORSCHE-RILEY OVERALL WIN AT GRAND-AM AT VIRGINIA INTERNATIONAL RACEWAY

GREG GLASSNER

Although an hour-long gully washer was a contributing factor, the Action Express Porsche-Riley driven by Joao Barbosa, Terry Borcheller, and J.C. France broke the six-race Rolex Grand-Am winning streak of Scott Pruett and Memo Rojas and their Team Ganassi BMW-Riley May 14 at Virginia International Raceway.

Pruett made a spirited late-race charge to capture the lead from Barbosa, but he fell short and finished as the meat in an Action Express sandwich with Barbosa's teammates David Donohue and Darren Law bringing a Porsche-Riley home third in the Bosch Engineering 250.

France soldiered on in an opening stint, much of which was run in heavy rain under a caution flag. He turned the No. 9 car over to veteran Borcheller as conditions improved and the track began to dry. Borcheller kept the car in contention as off-course excursions and visibility problems plagued many of the contenders.

Barbosa climbed into the red, white and blue Porsche-Riley after Borcheller had moved it into third place. Pit strategy gave him the lead and he drove flawlessly to fend off hard charges from Pruett and Max Angelelli in the SunTrust-sponsored Chevrolet-Dallara he co-drove with Ricky Taylor.

The field bunched up on a late caution period, and this allowed Donohue (Law) to ease by Angelelli to give the independent and under-funded Action/Express team a 1-3 finish.

The victors also claimed a much-ballyhooed \$25,000 "bounty" for the team that broke a Pruett-Rojas six-race winning streak dating back to last year.

By the end of the race, one dry line had been reestablished, but passing was pretty much relegated to the lead driver making a

mistake or putting a wheel off on the slippery grass and red clay at the edge of the asphalt surface.

Barbosa didn't make any mistakes.

All of this made great race watching for the hundred-or-so PCA members who waited out the downpour under the big top at the PCA Porsche Corral, while owners of lesser makes had to make do with umbrellas.

The Action/Express cars are the "outlaws" of Porsche's global motorsports effort. They use a 5-liter V-8 somewhat loosely based on the Cayenne SUV's engine, not the traditional Porsche flat sixes from Stuttgart.

The engine was developed and built by Joe, Ben, and Mike Lozano of Lozano Brothers Porting in San Antonio Texas. These guys have been hopping up stock blocks for years and built Buick engines for IMSA and CART programs as well as Ford powerplants for the SCCA TransAm series.

The Action/Express team, a blend of former Brumos Porsche personnel and other road racing veterans, is headed up by Bob Johnson and Gary Nelson. Former NASCAR racer and Chesapeake, Va. native Elton Sawyer recently signed on as the team's director of race operations.

I asked a team member in the VIR Paddock if Porsche AG is showing any more interest or offering any support for the Cayenne-based project now that the team has developed it into a proven race winner.

"Not a penny," was the terse answer.

Too bad.



No. 9 Porsche-Riley at Oak Tree



Porsche GT3s battle Mazdas & BMWs

CONTINUED ON PG 22

This year we decided to throw a monkey wrench into our course at the good old Southside Speedway. For years we have done a very similar design, with a slalom at the beginning, around the apron, up onto the back straight with a few spread out gates, and around once into the finish. I toyed with going down the infield, turning around 180 degrees, and running the track backwards. Erik talked me out of it, but it got me thinking about how to change a limiting space to put on a safe and fun autocross course. We dropped the opening slalom, went with three gates, and then put in an extra straight away as soon as you enter the back straight, flowing turns through turn 3 and 4, and a tight slalom right before the finish. We ended up having one of the fastest courses we have had at Southside, and everyone liked the speed change for such a small course. If I would have run the 914, it would have been an easy 3rd gear twice on this course. Safe, fast, and fun; kind of what you want in a track. All were happy and everyone agreed.

We had 22 racers taking on the challenge, with a good spread in most of the classes. We had a strong Ladies field, in which Sherry Westfall pulled out a win. Eric Huggins beat out Mike Kilmer for the day and that has been a long time goal of Eric's, trust me on that. Good job Eric. Pat Daily put on a show as usual with his 356, pushing around the 'old girl' to a nice time and a great show.

Emmett Richardson returned to the racing ranks after a skiing accident; we were glad to see him out and running again. Eric Nilsen, one of three rookie drivers, gobbled up the first place trophy for the P04 class in his 2009 997S. Great looking and running car, Eric. The other two rookies did well, with Randolph Bell running his very nice 2011 Boxster Spyder and Susan Bryant peddling her 2004 Boxster S to a second place finish in the Ladies class. Nice job to all rookies on this day!

The older cars with their great drivers took 2 of the top three positions with John Kessler running 3rd in his early 911 and Bobby Smith bringing his street version 914-6 to run FTD and hold onto the win. Don't believe the 2.0 badge on his car, the motor is a little bigger than that. The breakout drive of the day was Jeffrey Elmore in his early Boxster S. Jeffrey ran a great time and finished only .2 seconds off the FTD time. Great run Jeffrey!!!

It was a fun day and as always, thanks to all those who helped and made the day flow. We managed to start right at 10 AM, finished our third heat before the lunch break, and got out early for a very fun and quick day, in many ways. The next autocross is July 10th in Staunton, hope to see you then.

Pos.	Class	First Name	Last Name	Car Model	Time	from 1st
1	I01	Bobby	Smith	1973 914	38.002	
2	P05	Jeffrey	Elmore	2000 Porsche Boxster S	38.278	-0.276
3	I01	John	Kessler	1971 911	38.821	-0.819
4	P05	Eric	Rosen	Cayman S	39.346	-1.344
5	P04	Eric	Nilsen	2006 997S	39.428	-1.426
6	P04	Alex	Smith	2009 997S	39.573	-1.571
7	I01	Engelbert	Muelhaupt	1971 Porsche 911T	39.621	-1.619
8	P03	Mark	Rogers	1987 911	39.628	-1.626
9	P04	Emmett	Richardson	2006 Porsche 911 Carrera S	39.747	-1.745
10	P03	Eric	Huggins	1988 Porsche 911	40.424	-2.422
11	P03	Mike	Kilmer	1983 911	40.803	-2.801
12	P05	Jim	Condon	2007 Porsche Cayman S	41.114	-3.112
13	P04	Carl	Palermo	2007 Porsche 911	42.361	-4.359
14	LAD	Sherry	Westfall	2007 Porsche Cayman S	43.02	-5.018
15	P05	Robert	Brown	2008 Porsche Cayman S	43.217	-5.215
16	P01	Pat	Daily	1963 356B	44.932	-6.93
17	LAD	Susan	Bryant	Porsche 2004 Boxster S	45.081	-7.079
18	LAD	Elizabeth	McKenney	2005 Porsche Carrera	46.437	-8.435
19	P05	Darren	Smith	2006 Porsche Boxster	47.053	-9.051
20	P04	Bryan	Duncan	2007 Porsche 911	47.485	-9.483
21	P05	Randolph	Bell	2011 Boxster Spyder	48.118	-10.116
22	LAD	Sara	Borowy	1979 BMW 633	51.914	-13.912

MAY AUTOCROSS RESULTS

	Class	Number	First Name	Last Name	Car Model	Raw Time	from 1st
1	I01	314	Rick	Ebinger	74 Porsche 914	54.386	
2	OTH	23	Gary	Krichbaum	1997 BMW M3	55.746	-1.36
3	OTH	56	Jeffrey	Glass	1994 BMW 357i	56.101	-1.715
4	I01	2	Erik	Boody	1974 Porsche 914	56.889	-2.503
5	P05	68	Jeffrey	Elmore	2000 Porsche Boxster S	57.131	-2.745
6	OTH	24	Branden	Brickner	2011 Subaru WRX	58.126	-3.74
7	P04	54	Fritz	Flynn	2007 GT3 RS	58.265	-3.879
8	OTH	20	Jonathan	Newhall	Jaguar XJS	58.65	-4.264
9	P05	69	Stephen	Garstang	2001 Porsche Boxster	58.883	-4.497
10	P05	67	James	Condon	2007 Porsche Cayman S	59.779	-5.393
11	P03	33	Mike	Kilmer	1983 Porsche 911 sc	59.787	-5.401
12	P05	72	Paul	Sponseller	2008 Porsche Cayman	60.25	-5.864
13	P03	30	Eric	Huggins	1988 Porsche 911	61.072	-6.686
14	OTH	18	Dalton	Chandler	1995 Eagle Talon	63.294	-8.908
15	OTH	8	Jeffrey	Hollen	1991 BMW 325i	64.15	-9.764
16	OTH	25	Jim	Murphy	Subaru WRX STI	64.343	-9.957
17	P03	66	Laramie	Huggins	1988 Porsche 911	64.715	-10.329
18	OTH	31	Barry	Berger	2004 Maxda RX8	64.764	-10.378
19	OTH	1	Spencer	Buck	2003 Honda Civic SI	65.628	-11.242
20	OTH	6	Patrick	Johnson	1992 Nissan 240sx	66.274	-11.888
21	P04	26	Don	Coleman	1999 911 Carrera	67.962	-13.576
22	P02	34	Michael	Scrogam	1989 944	68.215	-13.829

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TREASURER'S REPORT

BOB DUNTLEY

Cash Flow 1/1/2011 thru 5/31/2011

OPENING BALANCES 1/1/2011

Checking Account	\$ 4,690.91	
Sweep Account	\$ 1,685.28	
Total Opening Balance		\$ 6,376.19

INFLOWS

AutoX Registration - Direct	\$ 167.00	
AutoX Registration - MotorSport	\$ 131.00	
HE Advertising	\$ 3,204.00	
Misc. Income	\$ 191.00	
Refund PCA National	\$ 1,540.00	
RIR Autocross Registration	\$ 5,200.00	
RPM Registration - Direct	\$ 1,255.00	
RPM Registration-MotorSport	\$ 675.00	
RPM Sponsors	\$ 3,000.00	
TOTAL INFLOWS		\$ 15,363.00

OUTFLOWS

AutoX Expenses	\$ 314.40	
Bank Charge	\$ 8.00	
Biz Equipment	\$ 130.00	
Biz Taxes		
Federal	\$84.00	
State	\$65.00	
Other Biz Taxes	\$25.00	
TOTAL Biz Taxes	\$ 174.00	
Equipment Rental - Lake Anna Party	\$ 100.00	
Euroclassics Reimbursement - RIR	\$ 4,838.50	
HE Printing & Mailing	\$ 4,929.92	
MotorSport Service Charges	\$ 44.25	
Refund-RIR	\$ 124.15	
RIR Motorsport Service Charges	\$ 217.35	
RPM Expenses	\$ 2,062.15	
TOTAL OUTFLOWS		\$ 12,942.72

OVERALL DIFFENCE	\$ 2,420.78
-------------------------	--------------------

Total Cash Balance 5/31/2011	\$ 8,796.47
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The day's support race, the Continental Tire Sports Car Challenge, was run entirely in the dry (except for the grass at track's edge) and was won by Jack Roush Jr. and Billy Johnson in (what else?) a Roush-prepared Ford Mustang. Bill Auberlin and Paul Della Lana were second in a BMW M3.

Sometime VIR driving instructor David Murry put the Porsche Boxster owned by Rick DeMan into an early lead in the ST class. Later in the race, however, DeMan had a scary incident when he got two wheels off track on the long uphill slope to the Oak Tree bend. He overcorrected, went off on the opposite side, slithered across the grass and slammed into the guardrail, which launched the little Boxster into four barrel rolls.

He climbed out and walked away unscathed. You could truly say, "He DeMan!" The lurid mishap also made the SPEED Channel highlight video all weekend. (Google: "Rick DeMan Porsche Boxster wreck, VIR, to see it in replay.")

The inclement weather kept the crowd down, but it was another great day of road racing at VIR.



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Here is this month's history quiz to test your knowledge on the movers and shakers who contributed to the rich heritage of the Shenandoah Region:

- 1) Who set the fastest time of the day at the fourth annual Richmond Porsche Meet autocross in 2000?
- 2) What team won the inaugural Grand-Am season GTU championship for smaller production-based cars like the Porsche GT3 and BMW M3?
- 3) In its sixth year following its founding in 1995, how many PCA members did the Shenandoah Region have at the end of 2000? A. 64, B. 73, C. 99, D. 122
- 4) Who succeeded Alex Smith as the Shenandoah Region President in 2001?

5) The 2001 Sebring 12-Hours race was overshadowed by the death of what well known Porsche driver in a freak bicycle accident prior to the race?

Bonus Question: What added to the excitement at the October 2001 autocross at the Augusta Government Center in Verona?

Answers on Page 25



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History Quiz Answers::

- 1) Bobby Smith turned the fastest time of the day at the RPM 2000 autocross held at Virginia Motorsports Park in the Modified & 914-6 class. Other class winners included Vic Rola in his 944, Erik Boody in the Early 911 class, Manny Alban, PCA Zone 2 Representative, in the Mid-911 class, Tom Bobbit in the 993 class, and Larry Thomas taking in the Boxster class.
 - 2) The G&W Motorsports Porsche Team wrapped up the inaugural Grand-Am season finishing first and third in the GTU class for smaller production-based cars including Porsche GT3's and BMW M3's and third in the GT class for larger displacement cars like the Dodge Viper and Mustang GT at the Watkins Glen 6-Hour Race. Drivers Mike Fitzgerald and Darren Law clinched the top two spots in the 2000 GTU Drivers' Championship.
 - 3) Correct answer is D. In its first six years the Shenandoah Region had grown to over 100 members from 43 members in 1995 to 122 members by the end of 2000, an increase of over 180%.
 - 4) Bryce Jewett took over the reins from his friend, Alex Smith, as the new President of the Shenandoah Region in 2001.
 - 5) The 2001 Sebring 12-Hour race was overshadowed by the death of long time Porsche pilot, Bob Wolllek, when the bike he was struck by a van the evening before the race. The Frenchman was 57.
- Bonus Question Answer: Erik Boody and Rick Ebinger debuted the Shenandoah Region's new timing equipment which performed flawlessly at the autocross event held in Verona. Drivers could see their times on a large display board immediately after they crossed the finish line.

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804.228.0188**

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Sunday: 12PM-9PM
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Editor, Shenandoah Region
C/O PrintSource
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