

# HEAT EXCHANGER

Porsche Club of America, Shenandoah Region



AUGUST 2008

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# HEAT EXCHANGER

porsche club of america, shenandoah region

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August 2008

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Shenandoah Region, PCA is a non-profit organization dedicated to the enjoyment of the Porsche automobile. The region's newsletter, "The Heat Exchanger," is published monthly with a production deadline of the 20th of the month prior to publication. The information in this newsletter is solicited from the membership of this region and other newsletters and may or may not be consistent with the beliefs or ideals of the Editor.

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**WRITTEN CONTRIBUTIONS AND PHOTOGRAPHS ARE WELCOMED. Please e-mail submissions to rebecca@girlwerk.com, prior to the 20th of the month.** Publication of those submissions will be in the next available issue, based on space, timeliness, and appropriateness. A special thanks to all those who contribute and advertise in "The Heat Exchanger!"

Advertising rates: \$75/month full page inside front and back covers, \$60/month-full page interior, \$36/month-half page, \$24/month- quarter page/business card. We prefer ads to run for a minimum of six issues, preferably 12 (one year), and are due and payable in advance. All ads, except the inside covers, are in black and white and must be sent in a reproducible format such as Adobe PDF, JPEG or TIFF file. Please contact the Advertising Manager for ad sizes. Send all ads and inquiries to the ADVERTISING MANAGER, Johnny Johnson at Johnny@aceautosports.com, or call 434-981-0524.

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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Cover: The 2009 Porsche 911 model series.

photo courtesy  
Porsche Cars  
North America

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

The Cicadas are making quite the ruckus outside so it must be August! Time to keep the windshield washer reservoir filled at all times in order to remove those winged insect kamikazes that so rudely occupy our highways and byways this time of year.

The editors were unable to attend Porsche Parade this year but we did not fret as we knew that those who went would load us up with photos and articles that would grace the pages of this issue.

Well as you may guess we are now hoping for that influx of creativity to arrive before the deadline for the September issue. Well founded rumor has it that Parade was wonderful as usual and we can't wait to hear all about it!

The 2009 Porsche model line up is arriving at the dealers as this is written! There are some exciting new features, as well as one reinstated model (GT2) that replaces one (GT3) that has achieved icon status in its short life. More on that subject on another page.

Some important upcoming events are the Zone 2 PCA Club Race at VIR (8-10 August) and the Shenandoah Region Anniversary Party (23 August) at Herb's house. The 'Rumble At The Oak Tree' Club Race weekend is an impressive undertaking by Zone 2, led by Tom Bobbitt, and promises to be a wonderful spectator event. If you want to get out of town for the day, drive down to VIR and witness PCA Club Racing at it's best.

Even if you aren't the most social butterfly, the anniversary party is a must attend just to view the Distefano Collection of Porsche on and off road vehicles. Of course the Verona autocross (24 August) rounds out the month. We hope to see you at all three events!

Drive that Porsche while fuel is still affordable and don't forget our sponsors. They make this newsletter possible!

Mark & Rebecca

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from the **PRESIDENT**

herb distefano

Forl really enjoyed attending the Charlotte Parade. There was much to do and much to see. I was most impressed with the car displays. First, I was sorely impressed by the beautiful Porsches displayed in the concours competition in the downtown streets surrounded by other Porsches in the corral – more than 1000 in all. Then the Heritage and Historic Displays in the Convention center allowed me to see very special cars that each told a unique story. Shenandoah had some winners: in the concours competition, Cole Scrogam won first in class, division and overall performance class with his 1968 Lightweight Special (Modern 911R) race car and Bill Sanders won 1st in class P17 in the Autocross with his 1994 928. First Settlers member Bobbie Smith, who many of you know from RPM autocross, bested all other entrants and won “fastest time of the day” honors with his 914. Zone 2 representative Jim Becker placed in both the concours and autocross with his 968.

The signing of waiver forms as required by PCA at all moving car events is a way of life. The form for adults requires only a printed name and signature for each participant on a form with numerous spaces. The process is a little more complicated in the case of minors – a separate form is required for each minor and should be signed by both parents. When parents intend to bring minors to moving car events they may prepare the forms at home before coming to the event. They may go on the PCA website to member services and contacts to library to insurance to “Waiver agreement for minors as observers only” or “Waiver agreement for minors driving or riding”. Then the appropriate form can be downloaded, filled-out at home and brought to the event. This would generate more smiles and less frowns from workers and parents.

I hope to see many of you at the Lake Anna tour and Shenandoah 13th Anniversary Party on the 23d. Detailed information is elsewhere in this issue and on the web site

Reference my Prez Sez article last month, I will not be recommending the addition of three directors to the board of directors.

This is an election year for Shenandoah officer positions. We will elect a president, vice-president, secretary and treasurer to serve for 2009/2010. The members of the nominating committee are: Phil Audibert (appointed), Sherry Westfall (appointed), Phyllis Scrogam (required) and Herb Distefano (required). If you personally are interested in “running for” one of the officer positions or if you want to recommend to the committee another member for consideration, please inform one of the committee members not later than August 17th. Contact data for Sherry, Phyllis and Herb is listed on page 5 of the Heat Exchanger and on the web page. Phil may be contacted at 540-832-3509 or Phlodbear@aol.com.



Cheers, Herb

## Shenandoah Region 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).

## Kudos!

*Congratulations to Phil Audibert  
and The Heat Exchanger for  
impressive placement in the  
2008 PCA Newsletter Contest.  
The Heat Exchanger under Phil's  
care came in 3rd in class and  
11th Overall! Submissions were  
up 14% this year which meant  
there was some stiff competition.  
WAY TO GO PHIL!*

# AUGUST/SEPTEMBER 2008 CALENDAR OF EVENTS

							1	2
3	4	5	6	7	8	9	10	11
Zone 2 Club Race/ Advanced DE @ VIR					Zone 2 Club Race/ Advanced DE @ VIR	Zone 2 Club Race/ Advanced DE @ VIR		
12	13	14	15	16	17	18	19	20
			Heat Exchanger submission deadline					SHENANDOAH 13TH ANNIVERSARY PARTY
24	25	26	27	28	29	30		
SHENANDOAH AUTOCROSS Verona, VA				Peachstate Region 40th Rennfest	Peachstate Region 40th Rennfest			

**ZONE 2 PCA CLUB RACE**  
**August 8-10, 2008 @ VIR**  
 see event website for details  
<http://zone2.pca.org/clubrace08>  
**SPECTATORS WELCOME!**

**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

Peachstate Region 40th Rennfest	Peachstate Region 40th Rennfest			PCA East Coast Holiday - Lancaster, PA	PCA East Coast Holiday - Lancaster, PA	PCA East Coast Holiday - Lancaster, PA		
7	8	9	10	11	12	13	14	15
Carolina Trophy Rally - Lake Lure, NC	Carolina Trophy Rally - Lake Lure, NC	Carolina Trophy Rally - Lake Lure, NC	Carolina Trophy Rally - Lake Lure, NC	Carolina Trophy Rally - Lake Lure, NC	Carolina Trophy Rally - Lake Lure, NC	Carolina Trophy Rally - Lake Lure, NC	Heat Exchanger submission deadline	
21	22	23	24	25	26	27	28	29
SHENANDOAH AUTOCROSS Verona, VA				SVRA Fall Festival - VIR	SVRA Fall Festival - VIR			
SVRA Fall Festival - VIR								

**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

### 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
- 29-31 Peachstate Region 40th Rennfest

### SEPTEMBER

- 4-7 PCA East Coast Holiday - Lancaster, PA
- 7-9 Potomac Region PCA Drivers Education - VIR
- 14-19 The Carolina Trophy Rally - Lake Lure, NC
- 21 **Autocross** - Augusta Gov. Center - Verona
- 26-28 SVRA (Sportscar Vintage Racing Association) Fall Festival - VIR - Featuring Klub Sport Porsche Challenge Series; Historic Stock Car Series; 4th Annual IMSA RS / 2.5 Challenge Reunion Race

### OCTOBER

- 3-5 Grand-American KONI Challenge Races - VIR
- 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

It's hard to believe we're already past the halfway mark in 2008! We've had a great year so far with lots of exciting activities, a wide variety of Porsches, and enthusiastic participants.

Well, there's more to come. On August 8-10, Zone 2 is hosting a PCA Club Race at Virginia International Raceway (VIR). Some of us are going down to assist with the operations of the event as well as to see high-powered cars perform in a race environment. I'm really looking forward to watching my first PCA Club Race.

On August 23, we will be having our Shenandoah Region Anniversary/Birthday Party at the home of our President, Herb Distefano. Herb's lovely house is perched atop a hill that overlooks beautiful Lake Anna. We'll start out with a driving tour from Zion X Roads and wind through the countryside to Herb's place. Come join your fellow Porsche members for a people's choice car show, musical entertainment, a catered lunch (It's free!), and boat rides. We'll even have activities for the kids. Herb will take this opportunity to announce the slate of proposed club officers for the upcoming year. If you've been to this event before, you'll want to come again, and if you've

never been, this is a must-do event.

Rick Ebinger and Erik Boody have two more autocrosses planned for us at the Augusta Government Center in Verona. These are fun events for seasoned autocrossers as well as those who have never tried it. If you've been sitting on the sidelines watching everyone else, give it a try. Rick, Erik, and your fellow members will be happy to give you the guidance and moral support to get you on course.

In October, we have two track events scheduled at VIR. The Shenandoah Region/ Euroclassics Porsche Driver's Ed event will be held on October 10, and on October 18-19 Synergy Racing will be hosting its Fall Fling. These are wonderful opportunities to get some track time at a nearby track before the winter comes.

Our Past-president, Phyllis Scrogam, is coordinating the October 21 Social/ Business Dinner Meeting in Staunton. Specific details will be forthcoming, but plan on having a delicious dinner with your Porsche friends. We'll do some club business that will include voting for the slate of officers for 2009-2010. There are rumors we may even get to visit the Scrogams' "Garage Mahal."

On November 9, plan to go on the scenic Fall Foliage Tour. Phil and Susie Audibert have established a tradition of leading us through Virginia's beautiful countryside that Porsche people are sure to enjoy. Of course, no good drive is complete with out good food. Come see what Phil and Susie have planned for us.

Last but not least, we'll wrap up the year with our Annual Holiday Party on December 7 at Michie Tavern in Charlottesville. We'll have a tasty, festive meal and an unforgettable awards ceremony.

Stay on top of our upcoming events by reading our monthly newsletter, The Heat Exchanger, and checking our web site at <http://shn.pca.org>. You'll find our club's locally scheduled activities as well as those farther afield if you're up for a road trip.

The purpose of the Shenandoah Region PCA is to serve its members. We want to provide the activities that you enjoy. If you have suggestions for future events or venues, please feel free to contact me at [vscapes@cstone.net](mailto:vscapes@cstone.net) or (434)295-3955.

## NEW RIDES

by Mark Stubbs

2009 brings new excitement to the Porsche blood line! Beginning at the top of the heap, we find the outrageously powerful new GT2. Now I have had the pleasure of driving a 996 GT2 and it was far more impressive than I could possibly have imagined. The new generation brings all manner of upgrades, from launch control to variable turbine turbo chargers to Porsche Stability Management. But the real news is all in those two important numbers...530 and 501. Horsepower and torque, in that order. This is a SERIOUSLY high performance car. It should be for the two hundred thousand dollar entry fee!

Other models have exciting new numbers as well. The 997 range benefits from new direct fuel injection that among other things will produce better fuel efficiency and more horsepower. Twenty more for the standard 997 and thirty more for the Carrera S. Also available for the first time is the PDK seven speed transmission. This takes the place of the Tiptronic and greatly speeds up acceleration while returning better fuel efficiency than the Tiptronic. And don't forget those lovely LED tail lights!

The Cayenne also gets a new transmission...one you can shift! Yep the Cayenne GTS now has that left pedal it has been missing and six forward gears you may select at your leisure. It's a true sport truck!

If the Boxster is your cup of tea then the new RS60 Spyder should get you all revved up. Three hundred three horsepower is a new pinnacle for the Boxster range and this special edition boasts a sporty new gauge cluster, red leather interior and lovely red soft top.

It's worth a trip to the dealer to closely inspect all the new toys. You owe it to yourself, don't you?



## McQUEEN'S MACHINES The Cars and Bikes of a Hollywood Icon

By Matt Stone  
Motorbooks Publishing  
ISBN-13:978-0-7603-2866-8

The name Steve McQueen means many things to many people. Actor, racer, collector, scoundrel, icon...Steve was all of these and then some. Many books and articles have been published on a myriad of subjects with McQueen as the focal point. No matter who you are his life certainly has probably had an affect on you good or bad. The one constant that seems to have always played a role in his life was machinery. He loved cars and motorcycles to the point of involving them in nearly all his professional projects as well as becoming accomplished in a wide variety of competition aboard two and four wheeled vehicles.

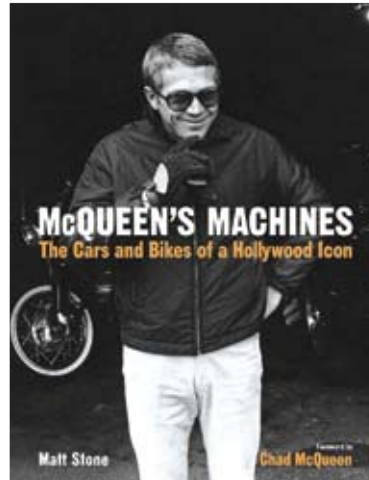
If you have ever watched the Barratt-Jackson Collector Car Auctions during the dead of winter, you have undoubtedly seen and heard commentator Matt Stone bestow some of his automotive knowledge on camera. Stone is also a Chief Class Judge at the Pebble Beach Concours d'Elegance. For me the credential list can stop there. He's already over qualified in my book, but this southern California native has a long list of qualifications as a consummate authority on things automotive.

How does this all tie in to a local Porsche club newsletter?

McQueen loved Porsches. He could and did drive many of the finest cars available but Porsches played a distinguished and constant role in his personal and professional life. He raced a 1958 356 Speedster with Rudge knockoffs in the

late 1950's and a decade later he made one of the finest motorsports movies ever, featuring 908's, 917's and one of the loveliest 911's I have ever seen. I can watch the opening scene to the movie LeMans over and over indefinitely. The gorgeous 1970 911S motoring through the French country side is truly memorable! The movie is well worth renting if you've never had the pleasure. The machines are the stars in this film and the actors are there to display them properly. The passion for sports cars that McQueen bestowed on this film carried through his daily life from very early on until his death in 1980.

Matt Stone focuses on the cars the star loved. There are lots of photos showing the actor driving and standing by the machines. Where ever possible Stone has tracked several of the cars down to photograph them in their current state and in many cases to drive them! He has also provided the history of each vehicle and some nice McQueen stories to complement the photos. This hardback is well laid out and thoughtfully organized.



It takes us through the stars automotive history chronologically with generous helpings of period photos.

What really makes this book stand out is how the author portrays McQueen's life by examining the cars. Stone focuses on what made the cars distinctive. He lets us know the background for each of the vehicles...what McQueen was doing at the time, who

he was influenced by, what movie he was working on, who he was married to. There is deep background on several of these machines that has been carefully researched through interviews with friends and family. This gives the cars a sort of life of their own so that they are more than merely the collectable vehicles shown in the photos.

Stone had substantial support from McQueen's son Chad as well as several wives and many friends. Chad, who still owns and drives at least three of his fathers Porsches, even wrote the forward. He also related many of his childhood memories (and photos) of some of the cars on movie sets or merely in family driveway. Neile McQueen Toffel, Steve's most influential wife supported this work by providing lots of memories and photos

that really authenticate the biography Stone has produced. This lends a personal touch to a very enthusiastic book about a consummate automotive aficionado.

McQueen's Machines is a great read and fun to just leaf through and enjoy the photos. I give it four stars.

*book photo courtesy  
Motorbooks Publishing  
photo left courtesy  
Octane Magazine*





**How old are you, what is your occupation and where do you live?** 38 years old, I live in Keswick, VA with my wife Caren and our sons John (4) and Ben (21 months). I work for CDOC in sales.

**What was your first car?** 1977 Datsun 810 station wagon. It was sort of cool because the 810 had the 2.4 inline-6 from the 240Z, but with fuel injection instead of carburetors.

**What was your first Porsche? current Porsche?, any modifications?** First Porsche, a Gemini Grey 1983 944. It was a great car. A daily driver, DE and autocross car all rolled into one. Bought it in 1997 from the original owner. She had driven it in Car & Driver's One Lap of America several times. I would still have it if it wasn't totaled when I was rear ended at a traffic light in 1999. Current Porsches are a 1984 911 Carrera that I club race (haven't since the motor came out for a rebuild in 2005). I have been assured that it will be ready for the VIR Club Race in August. Also have a 1986 944 that's my daily driver. A 1993 964 C2 has been living with us for 3 years though it technically belongs to my

father. Call this one the next Porsche since dad is the original owner and will stay in the family when he decides to sell it.

**Why did you choose this model?** Chose the first 944 because I have always liked them and because I could afford it. Bought the 911 when I decided in 1999 that I wanted to go club racing and had it converted to a track car within 4 months of purchase. My dad had a 1976 911S when I was little so I have always loved the 911. I won a lot of races in that 76. A child's imagination is priceless.

**What is your earliest Porsche memory?** My parents had a 1964 356C when I was born, but my earliest Porsche memories are of the 1976 911S. Even at 8 years old, loved the sound of the flat 6. My sister and I spent hours playing in that car in the driveway.

**What is your dream Porsche and why?** That's a tough call. Of the modern 911's, a 996 GT3. To me this car is as close as you can get to the purity and driving experience of the air cooled 911's. Of the air cooled variety, lately I have been pondering how neat it would be to have

a short wheelbase 911 for a track car since I love the long hoods. Of those, a 1972 911S. Love the external oil filler door. Also would love a Euro 964RS in Maritime Blue.

**What is your favorite Porsche-related activity?** That's easy. Club racing. Also really enjoy instructing and love the fact that both tie into my job so work would make the list as well.

**What is your all-time favorite Porsche and why?** You have to split this one up because of the longevity of the 911 model. Of the early cars, any 67-73 911S. Of the 74-89 Variety, my 84 Carrera. Of the 89-98, the 964 C2. Of the current era, the 996 GT3.

**What is your favorite driving song?** Tie: Cliffs of Dover by Eric Johnson, and Favorite Game by The Cardigans

**What non-Porsche activities do you enjoy?** I enjoy spending time with the family and watching my boys grow up. Love golf; though don't get to play as much these days. I love to read.



### Shenandoahans at Parade Charlotte 2008

From left to right the front row subjects are - Teresa Hanger, Tana Raefer, Gail Smith, Phyllis Scrogam, Bobbie Powers, Ginger Elmore, Jeffrey Elmore, Jill Sanders and Bill Sanders. On the back row they are Scott Raefer, Johnny Johnson, Thomas Bridgers, Alex Smith, Dave Lawrence and Herb Distefano. Not pictured are Kerrigan Smith, Weldon Scrogam and the Cole/Suanne Scrogam family. Technically Scott and Tana Raefer had not become members at time of photo but promised to soon.

photo courtesy Herb Distefano

# HENRY PAYNE III 1935-2008

The Porsche community lost one of its ardent supporters and true characters recently. Henry Payne III was not hugely famous on a national basis. He was a hard core, very focused enthusiast who, at the time of his death at 73 still owned and campaigned a collection of historic Porsche racing cars. We are not talking vintage 911's here. Henry owned nearly the entire racing product lineup from the '60's. Known as the plastic Porsches, they include the 904, 906, 907, 908 and 910. Henry not only owned an example of each but he owned a test track that he could run the cars on.

I don't remember whether it was at the first Rennsport Reunion at Lime Rock Park or at the 1998 Monterey Historic races or at the SVRA event at VIR that same year that Rebecca and I first began noticing these nicely aged, obviously raced 906 and 908's in the paddock. They bore the Payne Engineering logo and the proper patina for their age but nothing in the way of sponsors. We were impressed that someone was still using these beautiful machines as they were designed. To me the 908 is one of the most beautiful race cars ever designed. To actually

see one driven competitively was a dream come true for me.

It took a few years but we eventually got to meet Henry himself. Through a friend we were able to rent the test track at Payne Engineering in Charleston, WV for a weekend and tour the facilities between stints on the skid pad. Henry talked to us about handling characteristics and the development of his collection and even took the 908 out for a demonstration run. This was especially impressive as the man was nearly 70 at the time and fighting the rare blood disease that would eventually end his life. He was as vibrant and animated as could be that weekend. He had an opinion on every subject. While some found him abrasive, his intellect and passion for scientific research fueled his passionate views in a way that commanded respect.

His collection of race cars is not stored in a museum. All the cars are in various states of development and as a result are in a variety of states of assembly at any given time. There are shelves of rare parts and tools all through the compound and spare engines

and other race spares here and there. The shop technicians have plenty to do at all times, but they were gracious enough to give us a very complete and thorough tour answering a host of questions about the collection.

Henry was a racers racer. He raced SCCA events in the late '50's against drivers like Chuck Stoddard, Roger Penske and Mark Donohue. He was a huge vintage race supporter, campaigning his Porsches in SVRA every season until a year ago. Henry was heavily involved with SVRA and was one of a small group who purchased it in 1990. He was an SVRA board member and received both "Driver of the Year" and "Driver of the Decade" awards.

Henry was particularly proud to race with his son, Henry Payne IV, since the early '90's. Seeing the pair of rare Porsches at an event was a pleasure for any vintage race fan. We owe Henry a big thanks for making these historic cars live at speed for those of us who, previously, had only seen photos in the history books.

*By Mark Stubbs*

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Increasing numbers of our members have been exposed to the contagious DE disease, as revealed by the record turnout of eleven registered Shenandoah Region drivers at VIR (Virginia International Raceway, near Danville, VA) for the May 23–25 Memorial Day drivers education event sponsored by the First Settlers Region. The weather was great for driving—mostly sunny but never excessively hot. The sandy VIR paddock can become a solar furnace in the summer.

The Danville area is not famous for fine dining, so Sherry and I were pleasantly surprised on Friday night with our excellent dinners at VIR's Oak Tree Tavern. The word is getting out, so be sure to arrive before 6 PM if you don't have a reservation. After the track closed on Saturday afternoon, Synergy Racing hosted another of their open houses, which are famous for good munchies and cold beer as well as numerous Porsches displayed in various stages of preparation for racing. Perhaps the PCA should add a new slogan, "It's not just the cars, it's the food."

Henry McGovern (1977 targa), Steve Sarfaty, and Sherry Westfall drove in the green group. Steve left his Porsche resting at home and flogged his BMW M5 instead. "Mad Mel" Brannan served as Sherry's excellent driving instructor. By the end of the weekend, she was significantly faster, more accurate, and more confident. I hope I will be promoted to white before she advances to blue, or we will have to fight over who gets to drive our only Porsche. Susan McGee

moved up to the blue group and Greg McGee began driving in white, so they stayed in separate groups and could share their sole surviving Porsche, a black 1996 993. Susan's newly upgraded car was crushed by a truck while being trailered on an interstate. Fortunately, nobody was

Mel recently proposed that the Shenandoah Region sponsor and run its first-ever PCA-sanctioned DE at VIR. VIR is an outstanding track, so most PCA DE events there quickly attract the sell-out limit of about 200 drivers. Sponsoring such a large event entails financial risk



*Sherry Westfall terrorizing the green run group in her burgundy (officially "arena red") 1999 996, just after turn 3. Mel Brannan is in the instructor's seat.*

injured. Other "blue" drivers were Jim Condon, sharing a car with Sherry, and Erin Israel in her silver 996. Erin is now cornering fast enough that she uses a CG Lock to keep from sliding around in her seat. The Israels are fortunate enough to own his-and-hers Porsches; David drove a 1987 911 in the white run group. Mel's trusty 964 kept on running for him in the black group, and John Kessler (red group) could be seen from a mile away in his yellow and black 1971 911. Also in red was Scott Leopold (1996 993 GT1R).

Inspired by our record turnout, "Mad"

and running it properly requires a fairly large group of dedicated volunteer workers, some of whom—registrar, chief instructor, safety/tech chairman—actually have to know what they are doing. The Shenandoah Region is much smaller than most recent sponsors of VIR DE's (First Settlers Region, Potomac Region, Zone 2,...), but with careful planning, enthusiastic volunteers, and a little help from our friends, we just might be able to do it. If you would like to participate in this effort, contact Mel at [MadMelRacing@adelphia.net](mailto:MadMelRacing@adelphia.net).

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For model year 2000-2004, Porsche decided to dress up the interiors of their vehicles a bit. Parts of the interior that had been left as bare black plastic for model years 1997-1999 were now treated to a rubberized application dubbed the "Soft Touch Interior." These pieces include the center console, the side A/C vents, the radio/climate control surround, and the door armrests. I've seen the Soft Touch Interior done in black or light grey; there are probably a few other colors out there. Porsche succeeded in giving these pieces a more sophisticated, luxurious feel and appearance, but it was at the cost of durability. The new surface is indeed soft to the touch, and if your fingernail strays a bit, you will leave a visible scratch. Furthermore, the Soft Touch laminate easily softens and peels from the plastic surfaces in the presence of many alcohol-based substances, including, of all things, sunscreen. Maybe it wasn't the best choice for our cars, particularly the topless variety.

The Soft Touch armrests on my Boxster had taken a beating, showing a fair number of scratches and nicks from watches, rings, etc., and this year they succumbed to the volume of sunscreen my wife and I used on our trip to the Parade in Charlotte (a great experience, I must add!). So I decided a refresh was in order. In a couple of online Boxster forums I had seen other owners with the same problems, and the best solution offered was to cover the armrests with leather. I decided to take this on, and I'm happy to report that the job was inexpensive and easy. The results look like what the factory should have done in the first place. Here's how it goes:

You'll need to get a few things together. These include two pieces of leather with similar grain to your door panels, seats, or side airbag covers; straight edge razor blades; sharp scissors; art glue suitable for both leather and plastic (I used Crafter's Pick The Ultimate, available from Michael's); and some light clamping clothespins.

First, you'll need to remove both armrests from the door. Open them up and you'll see that each is secured by two hinges. Press the pins out of the hinges, and then slide the armrest off the spring at the back. Be careful not to let the small metal bushings fall out of the armrests – they're necessary to hold the pins in place. With the armrests out, test-fit how the leather will form around each armrest. You want to get an idea of where you'll need to stretch the leather so that creases and folds are minimized and that visible areas are smooth. Before starting to glue, wipe the armrests down with rubbing alcohol to remove any oils and create a clean, fresh surface. For me, the actual gluing process took a couple of days. I wanted to make sure that when I had glued an area, it would hold fast when I pulled against it to stretch and smooth the leather. I began by gluing the primary surface, but not going over any of the edges. I spread a coat of glue across the armrest surface, just to the edges where it curved underneath. Then I placed the leather on the armrest with plenty of overhang to get the edges later. Using a small ball (a golf ball is perfect), I formed the leather into the main curves of the armrest, rolling it out to where the glue stopped, then I let it sit overnight to dry completely.



Now for the tricky part: the edges. Begin by gluing the longest edges from the center out to where the curves begin to get sharp. Put a coat of glue all the way around the edge and onto the underside of the armrest. Work from the middle out, pulling the leather across the edge. If you need to, use the golf ball or a round piece of wood to roll out any creases or lumps. When you've got a section of the edge covered and smooth, secure it with the clothes pins. Use a piece or two of scrap leather between the clothespins and the leather on the top side of the armrest to prevent the clothespins from creating an uneven edge. When that's dry, work around the ends of the armrest, pulling the leather from the outside edges towards the back and the hinges. Because the corners are so sharp, inevitably there will be some bunching of the leather. Use the scissors or razor blade to eliminate as much excess as possible, then pull the rest towards the back edge, which will not be visible when the armrest is installed. Again, use the clothespins to clamp your work, and let the glue dry as you work a small section at a time. When it's all done, trim any excess and reinstall the armrests.

As easy as the job was, and as well as it turned out, I'm actually considering covering my center console...Hmmm...

Happy driving and wrenching!



# TREASURER'S REPORT

gay jewett

Balance 6/22/08 \$9,165.66

Date	Category	Income	Expense
6/30/08	RPM08 expenses-trophies and postage		105.77
7/8/08	Equipment - two-way radios		65.07
7/11/08	HE - print July		476.16
7/11/08	HE - mail July		144.85
7/16/08	Autocross-Driver's Ed clinic	300.00	258.60
7/16/08	RPM08-autocross walk-ins	180.00	
7/16/08	RPM08-mail trophy		4.80
7/16/08	RPM08-t-shirt sale	10.00	
	<b>Totals</b>	<b>\$490.00</b>	<b>\$1,055.25</b>

Balance 6/22/08 \$8,600.41



CHECK OUT ALL THE PARADE 2008 PHOTOS AT [www.paradecharlotte.org](http://www.paradecharlotte.org)

©Linda Bambina, Porsche Parade 2008

©Sandy Shuster, Porsche Parade 2008



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- **Is Racing/DE/AutoX tax deductible?**

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# MEMBERSHIP REPORT

rebecca morgan

Shenandoah Region has 209 Primary Members

## WELCOME NEW MEMBERS!

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

Stephen Heim  
Keswick, VA  
2001 Boxster

Fredrick & Carlene Harmeling  
Richmond, VA  
1999 Boxster

Robert & Chris Vitrikas  
Barboursville, VA  
2002 996

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

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

**For sale: 2005 997 Carrera Coupe**, arctic silver metallic/black, sun roof, bi-xenon lights, always garaged, 16,000 miles by elderly gentleman, very well cared for \$61,500 – want to buy new cabriolet. Contact Herb Distefano, (804) 448-3448, herbd911@comcast.net.

**For sale: 1970 911T Coupe**, three-owner car. 115,000 original miles, 2.2

liter engine with zenith carbs, Glasurit Irish Green. Lots of new seals, new H4 headlights, new horn grills, new Euro turn signal lenses front and rear, new rear chrome bumperettes, Recaro SE seats, Momo Prototipo steering wheel, RS door panels, RS carpet kit, tach and speedo restored by Hollywood Speedo, SSI stainless heat exchangers, new fuel pump, rebuilt front calipers, new brake pads, new clutch, throwout bearing, pressure plate, flywheel, and clutch cable, rebuilt carbs, turbo lower valve covers, new batteries, plug wires, dizzy cap, air filter. Four speed transmission. Many more details on the club web site. Asking \$25,000. Contact Allan Johnson at allans356@hotmail.com .

*Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 20th of the month prior to publication. These classifieds are free of charge for Shenandoah Region PCA members and all Das Market ads will run for two issues unless otherwise notified. Das Market Ads also run for free on the web site's Mart page.*

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## UPCOMING EVENTS AT A GLANCE

### 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>

### SEPTEMBER

- 4-7 PCA East Coast Holiday - Lancaster, PA
- 14-19 The Carolina Trophy Rally - Lake Lure, NC
- 21 **Autocross** - Augusta Gov. Center - Verona
- 26-28 SVRA (Sports car Vintage Racing Association)  
Fall Festival - VIR - Featuring Klub Sport Porsche  
Challenge Series; Historic Stock Car Series; 4th  
Annual IMSA RS / 2.5 Challenge Reunion Race



photo courtesy Alex Smith