

HEAT EXCHANGER

Porsche Club of America, Shenandoah Region



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AUGUST 2009

DETAILS ON
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August 2009

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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 info@printsorceva.com, prior to the 20th 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 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.

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 photo collage by Jim Condon

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I got some great feedback on last month's issue covering RPM 2009. It's been my goal since I became editor to feature as many member-oriented articles and photographs as possible. Given that, please see my "Member Moment" form on page 17. Here's your chance to show off a bit! Last month Eric Huggins did a great job telling us all why he's in our club ... shouldn't you be in the next issue?

Looking forward to MANY responses,

Ben



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MEMBERSHIP REPORT

Rhonda Dunbrack

Primary Members	194
Affiliate Members	158
Total Members	352

Welcome to the following new members

Rachel Rosenblum, Ashland, VA
2006 Boxster

Skip & Judith Miller, Earlysville, VA
2007 Boxster S

Hallee Morgan, Crozet, VA
2001 Carrera 4 Cabriolet

Dick Pitman, Chester, VA
1961 356 Roadster

Welcome to the following transfer members

Bob & Debbie Broeking, Stafford, VA,
from Alpine Mountain Region
2001 Boxster S

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.

July has been a relatively quiet month for club activity. This past weekend, Weldon and Phyllis Scroggham hosted a Sunday morning gathering to showcase Weldon's Garage Mahal. I'll take the '89 Speedster with the dark brown interior please! What a great event and our thanks to Weldon and Phyllis for having us. Please check out the photos on our award winning website. After the Garage Mahal tour, I had the pleasure of giving a ride to the autocross to Jacob Graff, the young son of one of our members, Dan Graff. Jacob could barely see over the dashboard, but had a great time riding the back roads of Augusta County to the autocross site. He will someday be a club member, with his own Porsche! Even though his dad has two Porsche's, a 944 Turbo and a 911SC, he wanted to ride in my 928 GTS. I was glad to help.

I remember when I was in high school, a neighbor bought a new 1970 914-6, which he still has today. He let me hang out in his garage with him as he worked on the car and also rebuilt a couple of '73 911S's that he bought from the insurance company. I would help out with an extra set of hands. That was really my first exposure to Porsche's and I still remember a hair-raising ride in the 914-6 after I had helped him stuff a 2.7L 911S engine into this lightweight 914-6. The success of Porsche and our club depends on attracting new owners and members. If you can hook them when they are young and impressionable (but have no money), they will eventually find a way to purchase a Porsche and become members.

The 2009 Porsche Parade results are in and our region came back with some awards and hardware.

- 2nd Place in Class 2, Regional Website Competition, Jim Condon, Webmaster
- 1st Place in Class 2, Newsletter Competition, Rebecca Morgan and Mark Stubbs, editors



I can't thank Jim, Rebecca and Mark enough for their fine efforts to provide our club with a first rate website and newsletter. The amount of time this takes on a month-to-month basis is considerable and we should all be proud their hard work has been recognized on a national level.

The financial crisis that began last fall and is still with us has also impacted Porsche.

Not only are car sales depressed, but Porsche AG is up to its eyeballs in debt related to its purchase of Volkswagen stock and options, which give Porsche more than 50% ownership of Volkswagen. What started out as an attempt to control its own destiny by acquiring control of VW has turned around such that VW may end up controlling Porsche. Also in the works may be a plan to sell a minority stake in Porsche to an outside investment fund. While these plans probably have little impact on our little corner of the world, they may have a long-term affect on what has been a family controlled car manufacturer.

Can someone tell my why gas prices in the greater Charlottesville area are almost \$0.25 higher than in the Richmond or Shenandoah Valley area? It's almost worthwhile to drive go for a long drive, just to fill up!

Be sure to read the story in *Excellence* about the Ruf Greenster concept car. If you don't get *Excellence*, then do a Google search for "RUF Greenster". This is a 997 converted to an old-style Targa, with a Siemens electric drive train; an all electric Porsche based car with plug-in recharging and Porsche performance. This may not be everyone's cup of tea, but I'm glad to see someone is trying to produce an electric sports car.

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.

CALENDAR OF EVENTS

AUGUST

- 2 **Porsches & Pastrami** - Charlottesville, VA
18 **Social/Business Meeting** - PrintSource,
Charlottesville
23 **Autocross** Augusta Government Center

SEPTEMBER

- 4-6 Potomac Region DE VIR
20 **Autocross** Augusta Government Center
20 CVBCC 24th Annual Classics on the
James Car Show, Richmond
(Brown's Island)
26 Shenandoah Region PCA's 14th
Anniversary Party, Woodstock

October

- 4 Porsches & Pastrami-Charlottesville, VA
12 Driver Education Day-VIR

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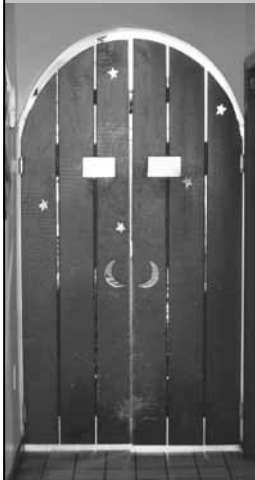
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FROM 924 TO 935: RAIIF ANTAR BUILDS HIS DREAM PORSCHE

By Mark Francis

Raif Antar began taking an interest in Porsches as child while watching the 24 Hours of LeMans, witnessing history as Porsche was racking class and overall wins during the 80s and 90s. Finally in 1996 he was able to purchase his first Porsche, a 1977 924 in Grand Prix White. He restored it with the help of his younger brother and some friends. At the time he was into VW's, specifically Sciroccos. After he finished the 924, he sold it and bought a 944. After the 944 there were a pair of 914s, 930 Turbos, 911s, totally nine Porsches. Obviously he was and still is hooked on these cars.



Raif Antar

Then the wheels started turning in his head. He decided he wanted his own 935 K3. He had a 1977 911 in his driveway which is now going to evolve from a standard 911, to something far from it. So why a 935 K3? "The Kremer 3 (K3) cars were tremendously successful in the 70s and 80s, winning twelve out of fifteen German Championship races in 1979," according to Antar. In 1981, John Fitzpatrick drove the Sachs car to the IMSA Championship, completing a run of twenty consecutive victories by a 935 in IMSA racing. When Raif's car is complete, it will wear the Sachs livery as a tribute to John Fitzpatrick and his successes on the racetrack.

Before we get into Raif's car, here is a short history of the Porsche 935.

The Porsche 935, an evolution of the RSR 2.1L "Baby Turbo," entered competition in 1976 under FIA Group 5 rules. Group 5, mandated that the



basic silhouette of the car matched the production version on which it was based. However, modifications to the

rest of the bodywork were acceptable, like wider fenders and quarter panels, bigger wings etc. The 935 packed a 590 HP 2.85L version of the 3.0L flat six found in the production 911 Turbo. The smaller displacement using the 1.4x equivalency rule for turbo charged engines was needed for the car to race in the 4L Class.

The 935 was under constant development. In 1977 Porsche released customer versions of the 935 that were sold to privateer teams in multiple countries. During that time, Porsche continued with development of the 935 through its factory racing effort racing a single 935 in the World Championship for Makes (WCM). The car didn't fare as well,

getting beat in five of nine races, much to the displeasure of the Porsche faithful. Porsche changed the bodywork a little, bringing the line of the front fenders up above the front bonnet line along with different rear quarter panels. There were also changes at the back of the car to improve airflow. Porsche also added a second turbocharger, which improved throttle response by reducing turbo lag, but led to reliability issues brought on by additional heat. During 1977 the 935 was also run in the 2.0L division of the DRM (Deutsche Rennsport Meisterschaft) powered by a 1.4L Turbo motor producing 370HP.

The famous "Moby Dick" 935s did not arrive on the scene until 1978. This was the third and final factory version of the car. This also brought the introduction of water-cooled heads to reduce engine temperatures. Displacement was bumped to 3.2L and power output reached into the 750hp range. "Moby Dick" managed to qualify 3rd at the LeMans and turned out



to be the fastest in a straight line, topping over 220mph. However, it only managed an 8th place finish.

At the same time, privateers were developing the cars on their own, one being Kremer Racing. The 935 K3, on which Raif's

vision is based, was introduced in 1979. The K3 won at LeMans overall in 1979. During its career, the 935 won over 150 races, including the overall win at LeMans, as well as multiple wins at Daytona in the 24 Hours and the 12 Hours of Sebring. The 935s continued racing in IMSA's GTP class up into 1986, but limitations of its rear engine design hurt eventually made it not competitive as ground effects evolved on the more modern cars of the era. The 935 did however pass on some of its technology to other famous Porsche racecars. Its engine with water-cooled heads continued to evolve in the likes of the 936 that won LeMans in 1981, and the 956 and 962 which dominated

CONTINUED ON PG 17

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Date Change for August Autocross

The autocross previously scheduled for Sunday, August 9 has been moved to Sunday, August 23. It will start at 10:00 a.m. and will be held at the Augusta Government Center in Verona. See the Shenandoah web site at <http://shn.pca.org> for directions and the online registration link to www.motorsportreg.com.

... And Speaking of Autocross



Pam Ebinger took first place in the Ladies Class with her "new" 2007 Boxster S at the July 19 autocross at the Augusta Government Center in Verona. Her "prize" for winning was a \$25 gift certificate from the Merle Norman Cosmetic Studio & Le'Spa in Fishersville—compliments of the owner, Diane Clark.



Pam Ebinger next to her "new" Boxster S.

"Garage-Mahal" Tour-Welcome to Fantasy Island!

By Harry Kennison
Photos by Harry Kennison and Jim Condon

With 15 Porsches shining like Easter Eggs in the Scrogam's driveway, a bright blue sky overhead and a scrumptious continental breakfast on the patio, Sunday was a perfect morning for the much anticipated Garage-Mahal Tour hosted by Weldon and Phyllis Scrogam at their lovely home in Waynesboro.

To say that Weldon and Phyllis have been collecting Porsches would be an understatement. Once Weldon raised the five double-doors on the Garage-Mahal as it has been dubbed, the 65 members and guests were treated to a visual feast of 13 rare, highly collectable and impeccably maintained Porsches of all shapes and sizes. Weldon and his son, Cole, provided their guests with a brief history plus anecdotes on each of the cars in the collection. Cole even confessed to once shooting a 1959 356 with his bee-bee gun!

The highlight for many of us attending was seeing and hearing (with the emphasis on hearing!) Weldon start up his Carrera GT and drive this black beauty out of the garage into the driveway. Many of us would have bought tickets to hear that amazing V-10 bark to life!

On behalf of everyone who attended the Garage Mahal Tour, I'd like to say



PCA Club members and guests socialized while enjoying a delectable continental breakfast on the patio.

"thank you" to Weldon, Phyllis, Cole and the rest of the Scrogam family as well as their neighbors who made this such a memorable event.

Social/Business Dinner Meeting

On **Tuesday, August 18 at 6:30 pm**, Shenandoah Region PCA member Ben Briggs has offered to host our August meeting at his business, PrintSource, located at 3315 Berkmar Drive, Charlottesville. Take this opportunity to tour PrintSource and see where our very own "Heat Exchanger" newsletter is published. Enjoy an evening socializing with your Porsche friends while being treated to the "Crazy Good Bar-B-Q" of Charlottesville's own Belmont Bar-B-Que. The dinner and drinks will be compliments of Ben. He's planning a special surprise that you'll be able to take home with you!

Please RSVP to Ben Briggs at ptcircus1@comcast.net or (434) 760-1158 (cell) by Sunday, August 16 if you are planning to come.

www.printsourceva.com -
Plenty of free parking

Map: See Shenandoah Region PCA web site (<http://shn.pca.org>)

Mark Your Calendar

Euroclassics and Shenandoah Region Driver Education Day at V.I.R. is October 12th (Columbus Day). See Euroclassic's website for registration details. Mark Cooke has reserved the full course (hard to get these days!) for a full day of driver education. This should be a great opportunity for beginners and new Porsche owners. Also there will be plenty of track time for the advanced driver.



With five double doors, Persian rugs on the floor and a "crown jewel" in the driveway, The Scrogam's garage truly is the "Garage-Mahal."

PORSCHE DISCOVER BAYSE, VIRGINIA

by Johnny Johnson



Gary Hagar, Jeffrey Elmore and Johnny Johnson at Brycefest

On a beautiful summer morning, Jeffrey Elmore with his speedy silver 986 Boxster S, Gary Hagar with his pretty white '88 Targa, (we affectionately now call 'Stinky'), Alana, Lisa and Johnny Johnson with their '74 Carrera Targa enjoyed a spirited drive thru the woods, and over the streams and mountains of the Virginia countryside. They began their journey in Charlottesville, driving up Route 29 North to Madison, then Westward to Sperryville. From the quaint little town of Sperryville, they briskly drove through lots of twisties and switchbacks over the mountain to Luray. Continuing just North of New Market, they crossed Interstate 81 and arrived shortly afterwards in Bayse, Virginia where the Brycefest 4th of July celebration awaited them.

This was the 10th year of the Brycefest, an all day family festival at the Bryce Ski

Resort. There were live bands performing country, rock, and Americana music, children's activities including bungy jumping and rock climbing, a magician entertaining all, fire truck rides, pony rides, airplane rides and, of course, a vintage car show (what better excuse to take a drive with their Porsches). Hats off to our fellow members, as they performed their civic duty by investing in the local 'economic recovery', shopping among over ninety Arts & Crafts booths, and indulging in some great picnic food including BBQ, burgers, hot dogs, kettle corn, funnel cakes, fresh squeezed lemonade and more. Even the nearby New Market Rebels baseball players were there, trying their luck at the 'dunking' booth. No, none of our guys or gals got wet. Do you think they would be happy if they had to make the ride back home with wet seats in their Porsches? They did, however, miss out on the

fireworks which were displayed at dusk on Friday evening July 3rd but they sure had a lot of fun.

Oh, and the Vintage Car Show, of course, was pretty cool. American and European cars of all sizes, shapes, colors and eras gleamed in the sunlight. Some highlights were a gorgeous 1940 Ford Roadster, a beautiful red on red '66 Corvette convertible (owned by a fellow Charlottesvillean), a rare and outstanding '64 Mercedes 2 door coupe with a 300SL gullwing engine, a black on black Porsche 356 SC coupe, a classic Dodge Charger, a '69 Camaro SS, and many more. It was a 'Peoples' Choice' event with four categories: American makes 1973 and older, American 1974 and newer, and the same for European models. Wouldn't you know it, Johnny's '74 Carrera garnered first place in the European 1974 and newer category. The car show was coordinated by a fellow PCA member, Jeff Bown of Bayse. Thanks Jeff, we all look forward to meeting up with you at our upcoming 14th Annual Anniversary Party in September at Woodstock courtesy of chef Lou Giusto and Stephanie Sheridan. Jeff, please bring your 1973 tangerine 911 coupe to share with all of us.

RUMBLE AT OAK TREE

by Jim Condon

"Rumble at the Oak Tree" is the annual a PCA club race and advanced DE at VIR, run by Zone 2 for the second time on June 26-28, 2009. If DE drivers can be described as sliding down the slippery slope, club racers have fallen off the cliff. The VIR paddack looked like a crowded city whose buildings were huge trailers packed with Porsches brought from around the country by famous racing teams such as Brumos and Farnbacher Loles (not to mention our local Synergy). "Arrive and drive" racers

flew in to pilot cup cars maintained by professional mechanics. Even the lowly DE sported a pair of brand new GT2s, a RUF GTR, and numerous GT3s, turbos, etc.

Shenandoah Region member Matt Einstein (2006 997 cup car) was the hero of the weekend. In the first lap of the second sprint race, he went off at turn 3 but roared back onto the track as soon as the pack went by and fought on with some 1:57 laps to finish fourth in

his class. Sherry and I listened on our scanner radio as the corner workers were polled after the race, and we heard them enthusiastically voting to give Matt the "worker's choice" award for "charging through the field" instead of giving up.

On Sunday, Matt won his class in the enduro and came in third overall, even though he started 24th on the grid and broke his shifter on the third lap. Way to go, Matt!

CONTINUED ON PG 14



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AUTOCROSS REPORTS FOR JUNE AND JULY

by Rick Ebinger

I happened to miss the deadline last month for the write up for the RPM autocross so I am wrapping up that event with July's event.

RPM- We had 23 runners on Sunday morning, with last year's Parade FTD running his race prepped 914. Bobby Smith joined us to put on a display of quick and consistent running to pull yet another FTD. Most of the field pushed into the 40 second realm, and that makes it a fast course for us at South Side. I have noticed that my tracks are getting quicker, more like a track course than an autocross track. I look for flow and speed, and if I can keep you in the mid to upper part of second gear, I think that is the best place to challenge safely for a temporary course. The formula seems to work, we keep coming up with interesting and challenging courses. The RPM set up was similar, but quicker, while maintaining safety. What more could you ask for.

With the old cars dominating the top for slots, the first newer car was Mark Rodgers in his 87 911 Targa. Zane Johnson made his autocross debut with a clean 97 BMW M3. Mel Brannan also brought out his track car and put down some good times with the very nice 964. Bob Duntley also ran his 2001 996 and brought up the field with good times. It is good to see the active members giving the autocross a try. I believe everyone had fun and was treated to good hard runs. Special accolades need to go to John Kessler who managed to pull off a super run on his last attempt to slip into second place. Great job John! This event wrapped up a great weekend for Porsches and for fun. Thanks to all those who helped with the different events and thank you to those who came out and made it one of the best weekends of the year. See you next year.

July 19th in Verona- After a quick visit to Weldon and Phyllis's wonderful home, we rushed back to get a late start in setting up the autocross course. We were not sure on how many people would come, since the commonwealth games were going on that day and our SCCA friends were down in Danville for the day. We were pleasantly surprised with 23 entries. The day had a very interesting course, with three places you could take a 901 transmission and max second and one big run that was deep third. It was a very fast course. We had our usual group, with some first time runners. My favorite were the two slowest guys of the day, both driving Golfs and having the time of their life. One was a TDI, and the other was a very stock 87 Model. I helped instruct one of Carl Severtsen's runs, and he did very well. I was distracted though because this car

had the rare option of shoulder belt only. I looked for a lap belt but found none. It was a very interesting, (not good) feeling as the stock suspension worked beyond it's limits and wiggled around the track.

We had three good lady drivers for the day, with Sherry Westfall, Christina McCann, and Pam Ebinger running hard and moving up the ladder. Pam worked out a win and was very happy with her second attempt ever at autocrossing.

Erik Huggins and Jeffrey Elmore were pushing their rides to the max and went in very deep in the big straight away. Both had big slides at high speed and pulled off great saves and made the rest of the run. Great car control guys.

Gary Krichbaum ran a great day again with his set up Camaro. Everyone loves to watch him push that big American iron around. I was close with the 914, but again need some more work on the car to make it better. Erik also ran the 914 twice and nailed down the third slot with only two runs.

Probably the highlight of the day for me was watching Pam run our new Boxster S. She pushed hard and used the car

the way it was designed to run. 7000 RPMs and heavy brakes were used to navigate the course. It is a lot of car. I drove it a few times and had a hard time working the computer adjustments. Cole Scrogam warned me about the Boxster's understeer and he was right. I didn't like the computer attacking me with traction and it was tricky to get the right settings to match my driving style. I settled for traction control on for launch and then immediately off after the clutch was engaged and I was rolling. I had the suspension and sport buttons pushed the entire time so no problem there. I won't launch without traction control on, and I won't run a course with it on. The fourth fastest time posted of the day was my first run with the car, and it had more time in it. Unfortunately, I could not get it and after the third try, I was done. If I raced the car in the future seriously, I think I'd stagger the tread and put race compound on the front only. More than likely I won't run the car again, or infrequently at best. The 914 is still my favorite, but the Boxster has found a new home and we are glad to have it. It is a very good ride right out of the box.

Position	Class	First Name	Last Name	Car Model	Raw Time	
1	OTH	Gary	Krichbaum	1999 Chevrolet Camaro	53.969	
2	IO1	Rick	Ebinger	74 Porsche 914	54.436	-0.467
3	IO1	Erik	Boody	74 Porsche 914	55.459	-1.49
4	P05	Rick	Ebinger	2007 Boxster S	55.809	-1.84
5	OTH	Fritz	Flynn	1994 RX7	57.053	-3.084
6	OTH	Jeffrey	Glass	1995 Eagle Talon TSi AWD	57.351	-3.382
7	P05	Jeffrey	Elmore	2000 Porsche Boxster S	57.406	-3.437
8	P04	Rick	Kiser	1998 C2S	57.894	-3.925
9	P04	Emmett	Richardson	2006 Porsche 911 Carrera S	57.905	-3.936
10	P05	Stephen	Garstang	2001 Boxster	58.217	-4.248
11	P03	Mike	Kilmer	1983 Porsche 911 sc	58.88	-4.911
12	P04	James	Condon	99 Porsche 996 Carrera	59.194	-5.225
13	OTH	Zane	Johnson	1997 BMW M3	60.312	-6.343
14	P03	Eric	Huggins	1988 Porsche 911	60.795	-6.826
15	LAD	Pam	Ebinger	2007 Boxster S	60.86	-6.891
16	OTH	Stuart	Shand	1987 BMW 325	61.124	-7.155
17	P05	Paul	Sponseller	2008 Porsche Cayman	61.445	-7.476
18	LAD	Sherry	Westfall	1999 996	61.737	-7.768
19	LAD	Christina	McCann	2008 Cayman	62.776	-8.807
20	P04	Geoff	Kilmer	1991 C2	62.927	-8.958
21	P03	Brent	Crawford	1983 911SC	67.216	-13.247
22	OTH	Joe	Medley	2005 Golf TDI	67.446	-13.477
23	OTH	Carl	Severtsen	1987 VW Golf	68.083	-14.114

Thanks for all of the help and we have two more events fro the year. See you next month.

Rick

Despite its small size, the Shenandoah Region was well represented at both the club race and the DE. Race drivers included CDOC's Mark Francis (in his 911) and Werkstatt's Scott Leopold (in a spec Boxster). "Mad Mel" Brannan, David and Erin Isreal, Emmett Richardson, and I

drove in the advanced DE with a mix of white, black, and red run-group drivers and gained valuable experience coping with some very fast traffic. David was an especially happy driver in his "new" 993 that was already set up and sorted for the track. Shenandoah also provided

a number of event volunteers: Erik Boody was the Scrutineer Assistant and Rick Ebinger was the Steward Assistant, Emmett Richardson worked at the DE grid tech, and Jim Condon and Sherry Westfall assisted with registration.



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

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NEW Shenandoah Region WEB FORUM: 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!

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TREASURER'S REPORT

Bob Duntley

June 21 through July 29, 2009

Beginning 6/20/09 \$ 16,927.51

Date	Category	Income	Expenses	
6/24/09	RPM 09 Expense		75.95	
6/26/09	RPM 09 Café Carrera Expense		2,745.75	
6/26/09	RPM 09 Catered Dinner Expense		3,151.05	
7/7/09	Dan's Landscapades (HE ad)	144.00		
7/10/09	PrintSource - print & mail		582.21	
7/16/09	T Link Wireless Module (AutoX)		743.30	
7/15/09	County of Augusta (AutoX)		100.00	
7/15/09	County of Augusta (AutoX)		176.00	
7/15/09	RPM 09 Plaque Postage		6.16	
7/20/09	ACE Autosports (HE ad)	144.00		
	Add "Sweep Account" - previous	\$647.62		667.62
	July Totals	308.00	7,580.42	10,322.71

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MEMBER MOMENT

by Ben Briggs

Tell us about yourself; here are some sample questions:

How old are you?

Where do you live?

What is (or was) your occupation?

Tell us about your first automobile?

What made you choose Porsche?

What was your first Porsche?

Current Porsche? And why did you choose it?

You won the lottery – which “dream” Porsche would you buy?

Got any non-Porsche hobbies?

Ever name a pet after a Porsche?

Tell us about your coolest Porsche accessory.

It's a perfect day for a drive in your Porsche; what song will you be listening to?

Email your answers to any of the above questions along with a photo of yourself and/or your Porsche to me at ptcircus1@comcast.net. You just might be in the next issue!

How do you fit in?



CONTINUED FROM ON PG 9

sports car racing through the 1980s, right on up through the current GT3. Quite a legacy for a racecar based on a production model.

Once Raif got the idea to build his own 935 K3, he needed someone to build it. He turned to John James Racing for the chassis and suspension work. Jim Hendrix, the owner worked on the Sachs/Fitzpatrick car when it was racing in IMSA. He is no stranger to building and restoring various vintage 911-race cars. Actually it's his specialty. The body panels are by American International Racing (AIR). His donor car had a sunroof so part of the build involved replacing the roof panel with one from a non-sunroof car. As you can see in the photos, the work on the chassis has been extensive. The roll cage is completely custom, similar to the original, but with some updates to improve safety. Special work has been around the front end around where the center mounted front oil cooler will reside. Same for goes for the work being done to properly mount the seventeen gallon fuel cell. The amount of detail work going into the whole car is impressive.

Raif's 935 K3 Tribute car is going to be a little different than the original 935. Think of it as an evolution. A big difference is in the motor, which is being built by well-known Porsche engine builder Jerry Woods. Where as the factory 935 were originally single turbo varying in displacement from 1.4L to 3.2L, Raif's motor will be force fed by a pair of turbo chargers attached to a 3.6 liter 964 based motor with custom Mahle 100mm pistons

at 8.0-1 compression. It is going to have electronic fuel injection with GT2 intakes, and Garrettson turbo chargers with factory 935 intercoolers. The exhaust is by Burns Stainless with a center exit, like the factory cars had. Having this kind over power will require a good suspension and tires so the car will be manageable on a road course. The suspension will be done by Smart Racing. It will utilize full coil-overs, and the car will be connected to the ground via a set of custom reproduction wheels though the widths will have to be different from the originals to match available tire sizes.

Raif is planning on debuting his 935 K3 at the 2009 Monterey Historic Races this fall. He will have time to get the car on the track prior to the festivities at Mazda Raceway-Laguna Seca. "My goal is to bring back a trophy to share with my friends in the Shenandoah Region," said Raif. Since we are all eager to see the completed car in person, I of course asked Raif when his 935 will finally arrive in Charlottesville. He said we can all look forward to seeing it up close and personal in January 2010. I don't know about you, but I can't wait.

Sources: From R to GT2, by John Starkey Porsche: Road Car, Race Car by Roger W. Hicks

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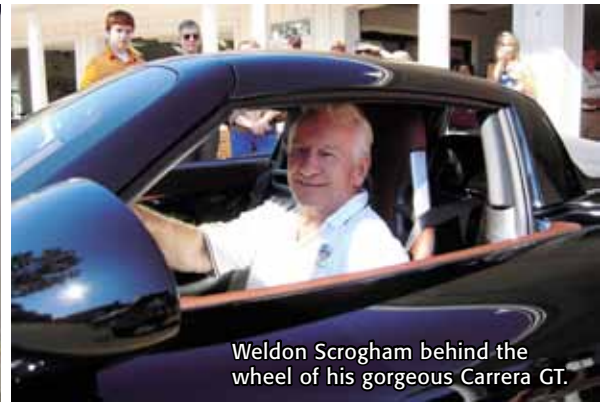


WINNERS! SEE PAGE 6

GARAGE-MAHAL TOUR



A very rare 1964 six-cylinder Porsche 904 sits in the corner of the Garage Mahal.



Weldon Scrogam behind the wheel of his gorgeous Carrera GT.



The ill-fated 1980 Porsche Indy Car to be driven by former drag racer and IMSA racer, Danny Ongais, was withdrawn by Porsche from the Indy 500 due to last minute, unfavorable rules changes initiated by none other than A. J. Foyt.



Cole Scrogam confessed to once shooting his dad's 1959 356 with his bee-bee gun.



Garage Mahal Tour attendees take a closer look at the Scrogam's incredible Porsche collection.