

The Heat Exchanger

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



The Heat Exchanger



The Cabot Trail, Nova ScotiaDetails Page 6
Volume 7, Issue 7 Sept. 2003 Shenandoah Region PCA

Shenandoah Region, PCA Officers



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

President-Rick Ebinger

161 Tye River Turnpike
Vesuvius, VA 24483
fle@rica.net
(H) 540-377-5544
(W) 540-248-9691

Vice President-Phyllis Scrogam

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

Secretary-Dave Lasch

101 Stuart Place
Charlottesville, VA 22903
dlasch00@hotmail.com
(H) 434-296-3229
(W) 434-244-5123

Treasurer-Gay Jewett

143 West Square Court.
Richmond, VA 23233
gayjewett@attbi.com
(H) 804-708-0007
(W) 804-257-7251

Newsletter-Philip Audibert

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

Safety Chairman-Erik Boody

1126 Miller Farm Road
Staunton, VA 24401
eboody@rica.net
540-885-8504

Driving Event Chairman-

Rick Ebinger
161 Tye River Turnpike
Vesuvius, VA 24483
fle@rica.net
(H) 540-377-5544
(W) 540-248-9691

Membership-Mel Brannan

2166 Hunter's Mill Rd.
Powhatan, VA
804-598-9767 (H)
Mel@BrannanConsulting.com

Social-Mike Shutty

396 Summerdean Rd.
Middlebrook, VA 24459
mshutty@wsh.state.va.us
540-885-8202

RPM-Alex Smith

12200 Old Buckingham Rd.
Midlothian, VA 23113
(H) 804-794-6579
(W) 804-741-9704

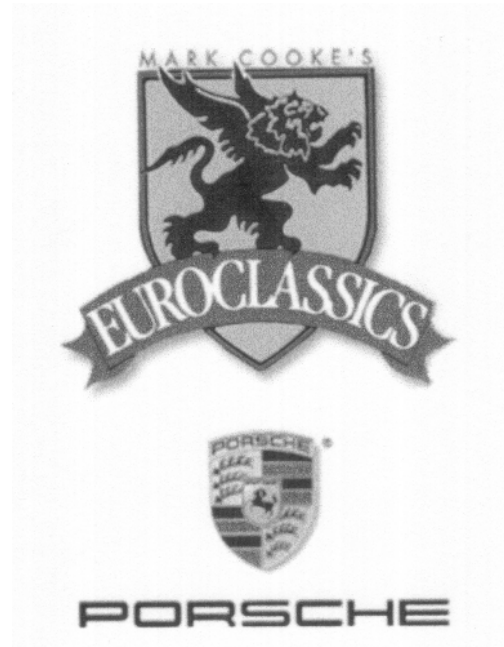
Zone 2 Representative-Manny

Alban
3203 Grindle Ct.
Abingdon, MD 21009
carrerados@aol.com
(H) 410-515-4470
(W) 410-866-6150

Past President-Bryce Jewett

143 West Square Court.
Richmond, VA 23233
bjewett@jewettmachine.com
(H) 804-708-0007
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Cover photo, Phil Audibert



The CAYENNE is here!

Please join us at Euroclassics for the unveiling of Porsche's exciting new model. We've had the chance to drive it and... **YOU'LL BE IMPRESSED, WE PROMISE!** After all, what else would you use to tow your Porsche to the track?

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Treasurer's Report.....July 1-Aug. 28, 2003

by Gay Jew-

eft

Balance on hand as of June 30, 2003		\$5254.97	
Date	Category	Income	Ex-
pense			
7/12	Dom. Mkt. Research- mail newsletter		71.28
7/12	Print Source-print newsletter		309.34
7/13	New Clients- T-shirts/hats		891.64
7/21	Euroclassics-sponsor RPM	1500.00	
8/4	Autocross	280.00	
8/4	National- 2nd Quarter	602.00	
8/11	Gail Smith- postage RPM		6.32
Totals		2382.00	1353.69

We believe.....

Shenandoah Region, PCA is a non-profit organization dedicated to the enjoyment of the Porsche automobile.

The region's newsletter, "The Heat Exchanger," is published nine times per year (no Dec., Feb., or Aug. issues) with a production **deadline of the 28th 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 Editor and to PCA National offices in care of Diana Tringali at PO Box 5900 Springfield, VA 22150, 703-451-9000

Literary submissions are welcome and expected. Please e-mail submissions to PHLODBEAR@AOL.COM, prior to the 28th 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: \$45/month-full page, \$25/month-half page, \$15/month- quarter page and \$10/month- business card. If you purchase ad space for a year (nine issues), you will receive one month free! All ads need to be sent to the newsletter editor and must be reproducible.

Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 28th of the month previous to publication. These classifieds are free of charge for Shenandoah Region PCA members and all Das Market ads will be purged after running. All others who want to run a classified ad in Das Market will be charged \$1.00/line.

Calendar of Events.....



- ♦ **Sept. 13** – Fox and Hounds Rally, Middlebrook. Meet at Afton Inn at 9 AM. See article, page 4.
- ♦ **Sept. 14**– Autocross with SCCA, Augusta Gov't Center. 10 AM
- ♦ **Sept. 18**– Social/Meeting CDOC, 900 Preston Ave., Charlottesville. 7-8 PM BBQ, slaw, sodas, "Cruise In." See directions page 13.
- Oct. 13**– Euroclassics/Shenandoah Region Driver's Ed, VIR. Call 804-794-6868 to SIGN UP NOW!
- Oct. 16**– Social/Meeting TBA
- Oct. 26**- Autocross with First Settlers, Crewe, VA.
- Nov. ?**- Sightseeing & Wine Drinking Tour to Jefferson's Poplar Forest
- Nov. 28-30**– Thanksgiving weekend Fall Fling with G & W at VIR!
- Dec. 7**- Annual Christmas Party at Mel Brannan's, Powhatan. 5-7 PM

All dates subject to wild and unreasonable fluctuation!

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President's Letter.....

Big Time Break.....

It seems like it has been forever since I sat down to write a President's letter. Since the Parade in Florida in June, we have been running full tilt. I am sure all of you can identify with what I am talking about. We have slipped in a few events here and there, and we have lots of things coming up in the next few months that you might want to jot down.

We have some autocrosses yet for the year, although we have had four already. Crewe is tentatively set for October 26th. We will be doing this with First Settler's and I am very excited about this. They are a great region and have great members. I can't think of a better way to spend a late October Sunday. There will be more details later to come.

Track days are coming upon us soon. Our first event with Euro-classics will be on Oct. 13th, Columbus Day, again this year. We had a great time last year and for those of you who have a special place in your heart for VIR, you don't want to miss it. There is also G&W's VIR weekend coming up Thanksgiving. Weekend. Both are must attend events. Even if you don't want to run, there are many levels of participation for these events. Please look at the flyers and announcements out on the two events.

Lastly, please look into coming to some of our events and meetings if you can. Our next social meeting is at a new location: **CDOC in Charlottesville**. Come on out. We always enjoy seeing new faces and hearing new ideas. We have lots of ideas and suggestions from our members and we can always hear more. The club runs because of its members.

Have a good month and hope to see you guys at some of the events.

Rick



President, Rick Ebinger



PORSCHE

(Continued from page 15)

opening and closing and what is NOT a good sound. Once you've heard both, it will be clear. Found it yet?

4. Good. Now you get to jack the car up and set stands securely, drain the oil and remove the covers as described in the prior valve adjustment article. Hopefully you opted for the reusable gaskets last time.

5. You should set the valve to TDC for the suspect rocker tap. Again refer to the prior article for the Z1, distributor marks, and the firing order is 1-6-2-4-3-5. The marks are 120 degrees apart.

6. Don't remove the rocker yet! Check the clearance beforehand in case you did not adjust it quite far enough. If it is in spec and you are 100% sure but, is was also tapping in that location, it might be the rocker bushing wearing away against the rocker shaft. If that is the case, it will seem tight but, will have rotational play when it is spinning at higher RPM, creating a terrible noise that can range from a tap to almost a piston slap sound. Let's check it and know for sure.

7. You might notice that the 5 mm bolts (on the left side for example) are both facing inwards, and the center rocker can face either way. That is the correct placement of the hardware. In our example we will remove the No#2 exhaust side rocker and shaft. It might be a tight fit and you may need to cut down your hex key with a dremel tool to allow access.

8. Loosen the 5 mm end while holding the 8 mm end of the rocker shaft hardware. Then gently tap or push the rocker shaft out until it can be fished out of the cam tower. Make sure to catch the rocker arm that will fall out at the same time.

9. Specs. Well, I haven't seen any listed but, if you hold the shaft and rocker and wiggle the two you shouldn't have any play with a new one. If you have enough play that you can almost make the two tap in your hand, you found it! Promptly order a new rocker with bushing. To be on the safe side I would buy the shaft and hardware as well. If your engine happens to be removed for this, you might want to check the spray tube on the side you removed the bad rocker from. It supplies oil to that area. Also look for bluing or score marks on the cam, rocker, shaft. This might indicate a more serious problem.

10. The new rocker arm and shaft should be installed and make sure the shaft is aligned with the housing. You can use an old shaft to compare or use the feeler gauge method that is in some manuals. But, basically just fit the shaft flush with the narrow end of the carrier. That is important because flush with the other end might cause the rocker to lock up.

11. Once the arm and rocker are installed, you need to torque them to the specs for you car. In my case it was 11 ft-LB. Actually, in my case, it was as tight as they could get by hand with a couple of hex wrenches.

12. Set the valve clearance on that valve and refer to the prior valve adjustment for further reassembly information.

Harold Singh



The Cayenne. The Next Porsche.

**A winding stretch of pavement.
Some gas in the tank.
Sometimes it's just that simple.**



PORSCHE



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From the Editor's Desk.....

Newsletter Contest.....

We came in ninth overall.

I'm talking about the results of the PCA Newsletter contest. The winners were announced at Porsche Parade in Tampa, Florida earlier this summer. Each editor could submit two newsletters from the prior year for judging.

And so, in our class, which included 14 other entries, we came in ninth. Zone wise, we did better. We came in first among three other similarly sized regions in our zone!



Editor, Phil Audibert

New advertisers.....

Please welcome CDOC, Vespa Charlottesville and Virginia Angel Architects to our stable of steady advertisers in the *Heat Exchanger*.

CDOC and Vespa Charlottesville are owned by Colin and Chris Dougherty who recently moved their businesses and their PCA memberships to our region. We hope to do an article on this dynamic couple in a future edition of this newsletter. Our next social/meeting will be held at their facility.

Stephen and Katherine Garstang of Virginia Angel Architects are not PCA members, but we hope they will be soon. As a result of all this new advertising, the *Heat Exchanger* has been forced to expand by another four

Cont'd on page 7

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The "Battle of Britain" Fox and Hounds Rally

By Mike Shetty

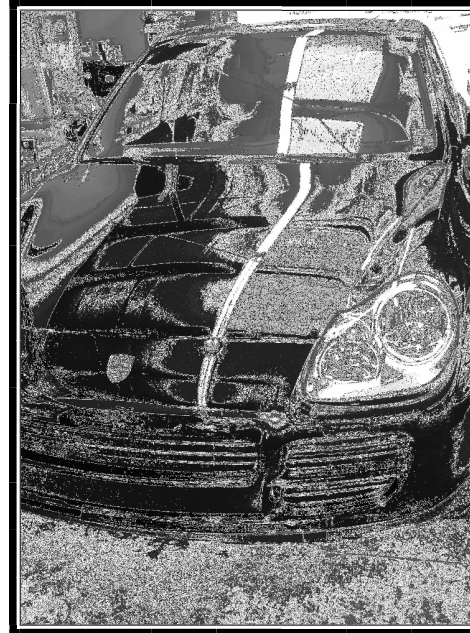
Mark you calendars for **Saturday, September 13th** !!!



The Shenandoah Valley British Car Club and the Shenandoah Region Porsche Club of America are invited to this challenging and fun romp through the countryside: at least 100 miles of Nelson, Augusta, and Rockbridge counties. If you have driven in this area, you know how gratifying these roads can be (only paved roads will be used).

The hunt for the fox begins at **9:00AM** in the parking lot of **Afton Inn** located high above the intersection of **I-64 and HWY 250 at Rockfish Gap**. Prizes will be awarded and points for the Rally Championship will be also be given. Food and beverages will be served at the fox's lair. I would hate to see more British cars than Porsches at this event – as we assemble in the big barn full of automobilia, we will count the cars to see who wins! We expect a big turn out!

Parade Concours Winner



Those winning Scrogghams of G and W Motorwerkes in Waynesboro did it again.

Phyllis and Weldon got up at 4:30 in the morning to prepare their 2003 black Cayenne for the Concours at Porsche Parade in the steamy jungles of Tampa, Florida, this past July.

The effort paid off. They garnered 299 out of a possible 300 points, winning not just their class but their whole division!

That means they beat out all late model Porsches built from 1994 to the present!

Attention Shenandoah Region PCA Members!

GET OUT YOUR CALENDARS AND INK IN THE FOLLOWING DATE:

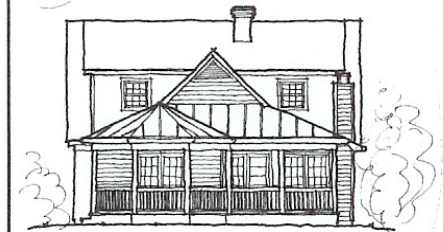
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aharb-son@euroclassics.com

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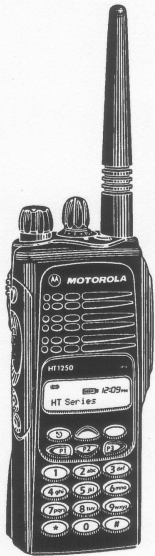
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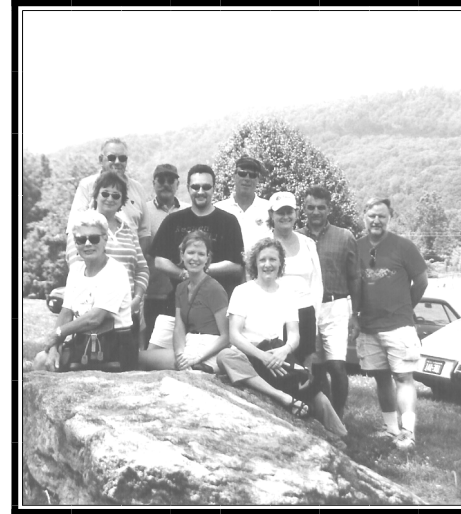
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Up along the Blue Ridge Sightseeing Tour.....

by Mike Shuttty

We are all passionate about our cars ... we read about them, wax, and worship them!

And if you are very passionate, you fill a warehouse full of these four-wheeled icons, and you open a museum – that is what John Dudley did (proprietor of the Roaring Twenties Museum, located in Hood, Virginia).

Trading driving stories in the shade of the big tree. Club NEWLYWEDS!!! Sharon Ann and Don Herzog are pictured at center in matching white shorts and dark T's!

“What an odd man,” whispered Wendy, as Mr. D shared his expertise, experiences, and excitement about a unique collection of pre-1930 cars... and gas pumps,

and appliances, and the first gasoline powered lawn mower, and ... Wow! He even had this contraption tangled with wires that gave women perms. His passion, humor, and tidbits of knowledge that cannot be found in books, was worth the admission alone.

So after a leisurely jaunt along the foothills of the Blue Ridge, we admired this curious collection of cars with names like Star and Playboy. We were a large assortment ourselves with most major Porsche models in attendance: 356B, 911 (early, middle, late), 914/6, Boxster, and MGA (wait a minute ... that's not a Porsche!). Ten cars in all. The roads wound along stream banks, over small bridges, through towns that were nothing more than a grain depot or country store situated at a crossroads.

We found that looking at cars make you hungry (funny how that works), so we hit the road in search of lunch. We found it at Graves Mountain Lodge – a family-style buffet, served on long tables. BBQ, cobs of corn, macaroni and cheese: all the foods you avoid at home. The food kept on coming until we could eat no more. Afterwards, we stood in the shade of a big tree, admiring our cars parked on the grassy field, and we traded driving stories. A good time was had by all.

And it did not rain all day long!

Mike Shuttty

Bumping along the Cabot Trail.....by Phil Audibert

We saw two Moose, one of them as close as 50 yards away, browsing in the scrub birch. We saw plenty of bald eagles. We surprised a black bear on the side of the road. We fished for salmon, but caught none. We heard plenty of Cape Breton fiddlers, even sat in with a couple. We saw seals and dolphins, but the one thing we didn't see was a whale.

That's not to say we didn't try. We went out on a sail boat looking for them. We brought binoculars and a spotting scope on a tripod and set them up at scenic overlooks and spent what seemed like hours scanning the gray waters of the North Atlantic. Just one tail wave, one fin slap, one breach would have made us happy. But nooooo. No whales for us!

Oh well, maybe next time.

So what else is there to do in Nova Scotia? Drive. We really chipped away at the resale value of the Boxster by putting, count 'em, 3872 miles on the odometer. Jeesh. That's like driving from D.C. to San Francisco, and then some!

The driving wasn't so bad; it was the roads that got to us. Every May, during the thaw (can you imagine living where it doesn't thaw till May!), the pavement heaves. Potholes yawn wide. Ruts form in the pavement. That sports suspension package we opted for all of a sudden feels more like a covered wagon ride on the Oregon Trail.



It's called Little Narrows, and the only way to get across is by a ferry that tows itself back and forth on a cable. The ride costs \$5 and takes three minutes.

Tech-Tactics.....

By Harold Singh

Club member Harold Singh is an ASE, I-CAR, DuPont certified tech. Ideas or suggestions for articles? Contact him: Collect-ed1@aol.com.

Still Tapping?



In our last article, we discussed adjusting the valves and tapping caused by out-of-tolerance adjustments. This article will address what parts to inspect if your Porsche is still tapping after an adjustment.

The rocker arms and shafts are one of those items, and they can be replaced while the engine is in the vehicle with some careful maneuvering. This is a little more advanced but, if you made it through the adjustment, you shouldn't encounter much difficulty. You will need to refer to the valve adjustment article for parts of the rocker arm and shaft replacement.

The parts were located and obtained from EBSRACING.com. They are highly regarded on many of the web forums and luckily also the least expensive supplier of German engine parts for the Porsche. Another plus is they honor my (and yours too!) P.C.A. discount on top of it all.

1. Let us assume that you are reading intently because you have adjusted your valves and yet the tapping remains. You will need to locate the area of the tap. Make sure you have a mechanic's stethoscope handy. They are easily located in local parts stores. The car will be running for this part of the testing so remember to look out for the fan and belts if you are probing from the top! Make sure your car allows you to access the underside and top side valve covers fairly easily before you start. Including removing the engine under tray (which should have been removed long ago).

2. Chock the wheels, set the parking brake, maybe have a helper nearby, and make sure your Porsche is in neutral. NOW you can start the car and listen for noises. It may need to warm up if that is when the sound occurs.

Keep your hands away from hot exhaust and engine parts. If possible, narrow down the noise to which side and top or bottom of the engine before you begin working with the stethoscope.

3. Now that you are ready to listen you want to aim for bolt heads and maybe the edge of the valve cover to track down the noise. It might take a minute to realize, when magnified, what the valve train SHOULD sound like

(Continued on page 19)

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The only smooth pavement is new pavement, and the only time they have time to fix the roads is summer time. So if you're not bumping along, you're listening to asphalt chips clatter in the wheel wells.

The most scenic drive in Nova Scotia is called the Cabot Trail. It winds along the coast of Cape Breton Island, and it is indeed a spectacular sight. Due to some planning oversights, we must have traveled the Cabot Trail in its entirety an aggregate of three times. Once would have been enough. The other two times are indelibly imprinted on our tires, shocks, seats and spines!

One thing we discovered in Nova Scotia was its history. It was first settled in 1604 by Acadians (French). We talked to the ninth generation direct descendent of the founder of Pubnico in 1653, and he told us that Nova Scotia changed hands eleven times in less than 200 years.

The other people to settle Nova Scotia were the Scots, and, sure enough, MacDonalds, MacDougals, MacIssacs are everywhere. Most of them play the fiddle in the stop-and-go characteristic herky-jerky Cape Breton style. At any rate, you can be in one town and everyone's speaking English, and then travel five miles up the coast, and everyone's speaking French!

And here's something you probably didn't know: the great Halifax explosion of December 6th, 1917, when a French munitions ship bearing among other things, 250 tons of TNT and 50,000 gallons of benzene collided with a Norwegian freighter. The resulting explosion leveled two square miles of the city and killed 3000 people. Tens of thousands were injured, many blinded by flying glass. The blast was so massive it drained the harbor! In fact the only manmade explosion to surpass it was Hiroshima.

(Continued from page 3)
pages!

More importantly, this new advertising now makes the *Heat Exchanger* self sufficient! It is no longer a drain on the club's Treasury!

One Year Anniversary.....

This month also marks my first full year of being your Editor.

In that time, the *Heat Exchanger* has undergone some changes. We have a full color cover every issue. We've expanded the publication by eight pages.

It takes a lot of time to put this together, but I still enjoy it and I'm looking forward to producing more newsletters for this great club!

And so, let me take this opportunity to thank my contributors: President, Rick Ebinger; Treasurer, Gay Jewett; Social Chairman, Mike Shutter; Membership Chairman, Mel Brannan; Tech Tactics Editor, Harold Singh; and everyone else who has contributed an article, a photo, or a comment to the *Heat Exchanger*. Without you guys, I wouldn't have a publication!

Keep up the good work!

Editor Phil



Pickin' up my Porsche Tractor with my new Cayenne.....

by Herb Distefano

During my 29 years as an Army Officer I spent two tours of duty in Germany. I fell in love with Porsche machines and bought my first, a 1968 911L Targa, in 1975. In late 1977 (after two years of autobahn driving), I left it in Germany and didn't buy the next Porsche until 1979. I have had at least one ever since 1979 just for my own driving pleasure.

I did and do love the cars, but when I saw the article on the Porsche Diesel Tractor in the August 2001 *Panorama*, I knew I had to have one of those, too... for fun, for show and maybe for investment. I began my search through all the "Tractor Guys" I could find.

After more than a year with no success and, coincidentally, after I joined the PCA Shenandoah Region, I mentioned at a meeting that I was looking for a tractor. Someone (I think it was Phyllis Scrogam) said Weldon could get me one. And Weldon did.

Meanwhile, I decided to give up my Ford F150 pickup and get a Cayenne "Work Truck" (Kerrigan Smith made me do it). Weldon and Phyllis gave me good guidance on that, too. The photo was taken August 19, 2003 when I took possession of the tractor that Weldon found. At that time the Cayenne was 650 miles old and did a super job towing the tractor home. No, I did not give up the '91 Carrera 2 Cabriolet or the '75 911S Coupe; I just added a tractor and a truck.

What can I say; I LOVE PORSCHE!!

Name	Car	Class	Time	Pts.
11 Jim Rimel	'89 CRX	other	88.376	
12 Jason Morisco	'84 RX7	other	88.520	
13 Don Bakely	'01 BMW	other	88.524	
14 Andy Turner	'85 911	Mid '80-'94	88.633	1
15 Dan Wolkomir	'73 914	Early-'79	89.632	
16 Howie Dunbrack	'85 944	944	90.133	3
17 Emily Wolkomir	'95 Integra	ladies	91.193	3
18 Tim McLaughlin	'02 Audi TT	other	91.446	
19 Alex Smith	'98 993	Late '95-'03	91.658	3
20 Mel Brannan	911 C4	Mid '80-'94	92.178	
21 Jason Rimel	'99 Civic	other	93.104	
22 Scott Brennan	'91 MR2	other	93.787	
23 Steve Mohn	'91 Volvo	other	96.534	
24 Paul Hansen	'90 Miata	other	96.728	
25 Rhonda Dunbrack	'85 944	ladies	97.156	2
26 Diane Earman	'86 930	ladies	103.761	1

Come to the next Social/Meeting, 7-8 PM Thursday, Sept. 18th at a

***NEW LOCATION:!!!!
CDOC
900 Preston Ave.
Charlottesville, VA 22903
434-971-8900***

BBQ , slaw & soft drinks will be served starting at 6:30 PM. After the meeting there'll be a "Cruise In" with prizes, so bring your Porsche!!!

Directions from both Richmond and the Shenandoah Valley:
Exit I-64 at Shadwell and take Rt. 250 West into Charlottesville. Turn left at Ridge McIntire Rd. (Rescue Squad & Skate Park on left), and just past the Albemarle County Office Bldg., Turn right onto Preston Ave. CDOC is located 5 blocks up on the left at the corner of Preston

July Autocross results.....

By Rick Ebinger

July came and went so quickly. I remember setting up the idea of a late July autocross at the Government Center and how far away it was. I had lots of requests to make the same type of cross track I set up when we were last at the Government Center when it rained. Sounded like a good idea.

As the date approached I thought of ways to improve on what was already a good track. I overdid it. There are pitfalls in designing a course and I have hit a lot of them. This time was no exception. The course was one of my favorites, but I really overdid it on the technical end and the length. Everyone who ran the course said he loved it except the large car drivers. I know that we had it long and tight and for the most part, everyone did very, very well.

Everyone found the course and at the end of the day everyone seemed to love it. I was glad, but will be cautious in the future mainly on the length. With the top time of the day being 83 seconds, it was more a lap time than a fast run. I guess my track time has run into autocross set up. All in all, the 26 cars that ran did wonderfully and I am really proud how the club as a whole has become much faster and better drivers.

One special note, our software is coming along with the autocross equipment. We are able to print results at the track and we have great amounts of raw data that should be on the website. A special thanks to Erik Boody for keeping on this and making everything work. We have a few events left, try to make one to see what all this talk is about. Results below:

Name	Car	Class	Time	Pts.
1 Rick Ebinger	'74 914	Early-'79	83.666	3
2 Gary Krichbaum	'89 Corvette	other	83.793	3
3 Fritz Flynn	'94 RX7	other	84.063	2
4 Gary Krichbaum	'03 350Z	other	85.037	
5 Erik Boody	'73 911T	Early-'79	85.038	2
6 Chess Earman	'86 930	Mid '80-'94	86.286	3
7 Gary Krichbaum Sr	'03 350Z	other	86.774	1
8 Howie Dunbrack	'86 930	Mid '80-'94	87.077	2
9 John Kessler	'71 911	Early-'79	87.192	1
10 Bruce Shaw	'73 914	Early-'79	88.315	

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Membership Report

August 2003 by Mel Brannan

158 Members

Welcome to the following **New Members:**

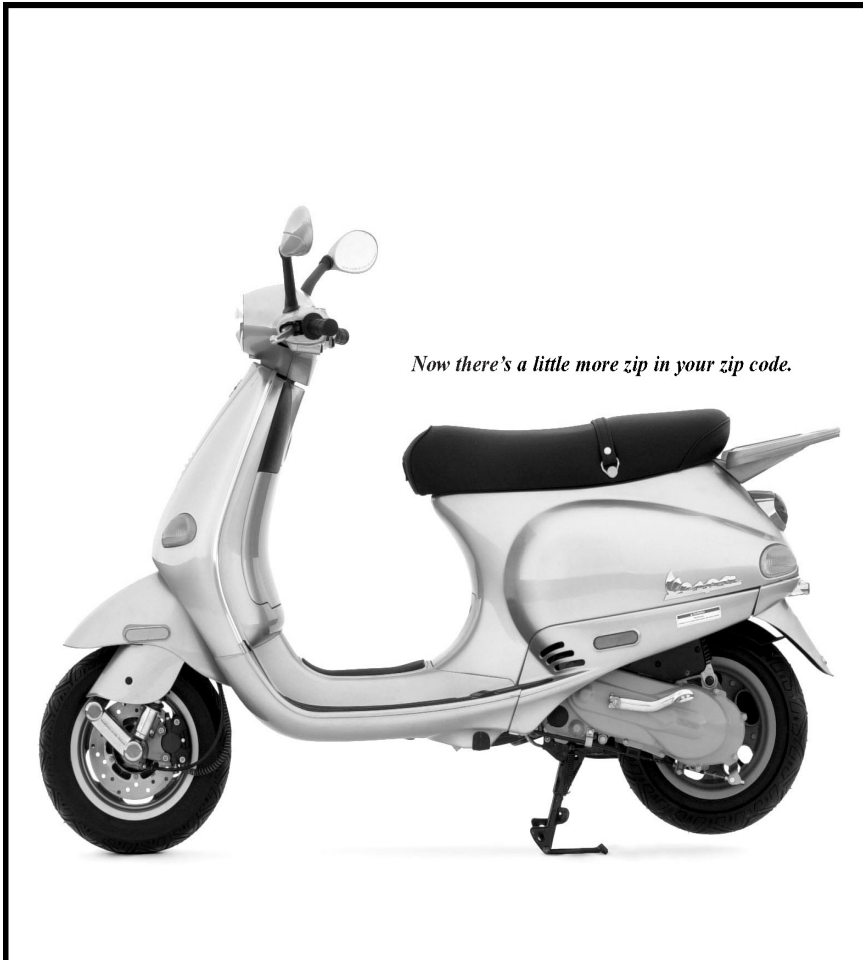
- **George and Phyllis Meyerhoff**, Richmond- 1979 911 SC
- **Anthony and A.J. (son) Rinella**, Keswick- 2001 911 C4
- **Peter and Geoffrey (son) Chapin**, Charlottesville, transferred from Potomac- 1986 944
- **Lynne and Ed Taylor** Crozet, transferred from Peachstate-1994 911
- **James Condon and Sherry Westfall**, North Garden, 1989 911
- **Brian and Christie Cory**, Midlothian, 2002 911 C4
- **Dana and Sarah Greenly**, Richmond, 1970 911
- **Clayton and Stacey Phelps**, Troy, 1979 930
- **William Sanders**, Charlottesville, 1997 993
- **Colin Dougherty**, Keswick, transferred from Riesentoter 1986 944
- **Pete and Brenda Dressen**, Keswick, transferred from Arizona-1996 C4
- **Larry and Andrea Palsha**, Jeffersonton, transferred from Potomac-1983 Porsche 911
- **Paulyn Heinmiller and Greg Faust**, Charlottesville, 2004 Cayenne
- **Johnny and Lisa Johnson**, Charlottesville, transferred from First Settlers- 1987 911
- **Michael and Sheila Kearns**, Midlothian, transferred from Blue Ridge 1987 911
- **David and Carla Masterson**, Charlottesville, transferred from Germany 1988 911

Reported from National as Non-renewals:

Julian M. Bivins, Jr.
David W. Carter
William R. Elliott
Paul M. Secord
Michael R. Barr
Jeff Bushman
Randal K. Hadden
Alan Y. Roberts

Steve Bomeli
Diane P. Chaldares
Glenda L. Moore
Michael E. Shields
William R. Brewer
Richard Crisler
Ray Kelley
Douglas A. Wayne

Emaline B. Winter



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