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Porsche Club of America, Shenandoah Region



SEPTEMBER 2008

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# HEAT EXCHANGER

porsche club of america, shenandoah region

## IN THIS ISSUE

September 2008

### FEATURES

- 5.....From The Editors
- 6.....From The President
- 8.....School is in Session
- 9.....Book Exchanger
- 10.....Monterey Historics '08
- 11.....Tech-Tactics
- 12.....First Porsche Sports Car on Display
- 13.....Member Moment: Eric Richmond

### NEWS & EVENTS

- 6.....Porsche NA Press Release
- 7.....September/October 2008 Events Calendar & 2008 Events At-A-Glance

### DEPARTMENTS

- 5.....Shenandoah Region Officers
- 14.....Treasurers Report
- 15.....Membership Report
- 16.....Das Market



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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.

### EDITORS

**Rebecca Morgan & Mark Stubbs**  
Richmond, VA  
804.262.2513  
rebecca@girlwerk.com

### ADVERTISING MANAGER

**Johnny Johnson**  
Charlottesville, VA  
434.981.0524  
johnny@aceautosports.com

### PRINTING

**PrintSource**  
3315 Berkmar Dr  
Charlottesville, VA 22901  
434.975.3000

### MAILING

**Dominion Market Research**  
309 Madison Road  
Orange VA 22960-0464  
540.672.2327

### CONTRIBUTORS

Herb Distefano  
Rick Ebinger  
Jeffrey Elmore  
Gay Jewett  
Rebecca Morgan  
Eric Richmond  
Mark Stubbs

### ADVERTISERS

ACE Autosports  
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Cover: 2008 Monterey Historics

photo courtesy  
Drew Phillips /  
Frank Filipponio /  
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## SHENANDOAH REGION OFFICERS

### PRESIDENT

**Herb Distefano**  
Bumpass, VA  
804.448.3448  
herbd911@comcast.net

### VICE PRESIDENT

**Bill Sanders**  
Charlottesville, VA  
434.249.3359  
billsanderscpa@aol.com

### SECRETARY

**Dave Lasch**  
Charlottesville, VA  
434.296.3229  
dlasch00@hotmail.com

### TREASURER

**Gay Jewett**  
Richmond, VA  
804.708.0007  
gayjewett@comcast.net

### DRIVER EDUCATION Chair

**Rick Ebinger**  
Vesuvius, VA  
540.377.5544  
fle@rica.net

### SAFETY Chair

**Erik Boody**  
Staunton, VA  
540.885.8504  
erik73T@gmail.com

### SOCIAL Chair

**Sherry Westfall**  
North Garden, VA  
434.293.6776  
vscapes@cstone.net

### MEMBERSHIP Chair

**Rebecca Morgan**  
Richmond, VA  
804.262.2513  
rebecca@girlwerk.com

### RPM (Richmond Porsche Meet)

**Alex Smith**  
Richmond, VA  
804.741.9704  
asmith@collegiate-va.org

### WEBMASTER

**Jim Condon**  
North Garden, VA  
434.293.6776  
jcondon@nrao.edu

### PAST PRESIDENT

**Phyllis Scrogam**  
Waynesboro, VA  
540.943.3503  
scrogam@gandw.com

### ZONE 2 REPRESENTATIVE

**Jim Becker**  
zone2rep@ptd.net

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

It's hard to believe summer is nearly over! By the time you have this edition of the HE in your hands school will be in session, summer vacations a delightful memory and thoughts of Fall and cooler temps will be on our minds.

We were lucky enough to have a crazed August. The Zone 2 Club Race took months of planning and hard work but it went off without a hitch Aug 8-10 at VIR. We had 125+ racers for the inaugural three day RUMBLE AT THE OAK TREE weekend event. Several Shenandoans volunteered their efforts in a variety of capacities. Rick Ebinger & Erik Boody were assistants to the PCA National Team. Rick with the National Stewards and Erik with the National Scrutineers. These are busy and consuming positions but I always saw Rick & Erik (even while limping) with a smile on their face. Howie Dunbeck, Sherry Westfall and Jim Condon all volunteered in the registration room. As Club Race Registrar I cannot thank them enough for their efforts. All three wrangled racers, their crew and guests, spectators, etc in smiling and helpful fashion. I hope some of you could make it down as spectators during the weekend. We'll have a more in depth look at the Club Race in next months HE.

A day after returning from the Club Race, we took off for Monterey, CA to attend the 35th Annual Monterey Historics at Laguna Seca Raceway. We also popped in on the two big car auctions and the Concorso Italliano. What an incredible weekend of events. We are partial to cars in motion (as opposed to just being on display) and seeing these vintage cars (some quite priceless) out on the track at speed is just an amazing sight. Mark writes about it in this issue of the HE. What a wonderful way to close out a very busy summer.

Hope many of you made it to the 13th Anniversary Party at our president, Herb Distefano's, beautiful Lake Anna estate. Thanks Herb for hosting such a lovely event! Member Sammy Moore has invited all who are interested to the Lexington-Rockbridge Wine Festival September 6....more information on Page 14. We live in a beautiful state....hope everyone can get out there and enjoy the country roads this autumn season.

Rebecca & Mark

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# from the PRESIDENT

herb distefano

Phil Audibert, Sherry Westfall, Phyllis Scrogam and I comprise the nominating committee for the election of officers for 2009/10. We were pleased to offer to the members present at the August 23d party the following slate of nominees:

- President – Bill Sanders
- Vice President – Sherry Westfall
- Secretary – Pam Gray
- Treasurer – Bob Duntley

Ballots will be mailed out or sent with the HE early next month. The election will be held at the October 21 social/business meeting in Staunton.

I am happy to report that I recently marked one item off my Bucket List. Back in the December 2006 edition of the Heat Exchanger Chess Earman wrote about his experience driving his new Cayman with about 30 other Porsches on the North Carolina/Tennessee portion of US 129 that is call the Tail of the Dragon. He explained that the tail is 11 miles long and has 318 curves along the way and related his enjoyment about driving it in his Porsche. I put this drive on my bucket list after seeing the article.

Last month I met one of my daughters in Banner Elk, NC and added a day to the end of the visit to go to Deals Gap, NC and ride the dragon for 11 miles into Tennessee. I was lead car in a one Porsche convoy and had an absolute blast. This was really a wonderful experience for this 73- year old. I highly recommend it. Lots of information is available on the net – just try a search for “Tail of the Dragon at Deals Gap, North Carolina”.

Many of you may not know of the loyalty and support for our Region by Mrs. Joy Tupper so listen up. She is the mother of Gail Smith and therefore the mother-in-law of Alex Smith. As a prime sponsor she has made a generous monetary donation to RPM, which Alex plans and executes, for each of the last 13 years. We have numerous other sponsors who willingly support RPM and other club endeavors. Most of them, however, expect or hope to get business from club members as a return on their investments. Mrs. Tupper on the other hand doesn't hope to sell us any product or service - she is just expressing her love for Porsches and the Shenandoah Region of PCA. THANK YOU VERY MUCH MRS. TUPPER.



Cheers, Herb

## PORSCHE NORTH AMERICA PRESS RELEASE

### Porsche Enhances Warranty for its Successful Certified Pre-Owned Vehicle Program - Coverage Mirrors New Car Warranty

Porsche has announced a significant upgrade to its Certified Pre-Owned (CPO) program that will now include an enhanced warranty for all CPO cars sold in the United States and Canada.

Since August 1, customers who purchase a Certified Pre-Owned Porsche will receive a company backed 2-year or 50,000m (whichever comes first) limited warranty that mirrors the new car limited warranty coverage. Additionally, for customers who buy cars with a balance of the New Car Limited Warranty Coverage, this remaining balance will be added to the new Certified Pre-owned Limited Warranty coverage.

Customers will only be responsible for normal wear and tear components such as brake pads, wiper blades and regularly scheduled maintenance. Twenty-four hour roadside assistance is also included in the pre-owned package.

“This upgrade to the CPO program will add even more value – and peace of mind - for these important customers, many of whom are just entering the brand; obviously, we want to create a very positive Porsche experience with these new customers,” said Kevin Harvey, Porsche Cars North America’s Manager, Pre-owned Operations. “Our goal is to make the pre-owned experience just as satisfying as the new car one.”

Harvey said the CPO program at Porsche, which is now five years old, is growing in success each year, and this year he expects record results. North American Porsche dealers sold a total of 6,985 units in calendar year 2007. Sales are on pace for over 7,500 units in calendar year 2008. In the last five years, Porsche Dealer pre-owned sales penetration has grown from 16 percent of the total Porsche Pre-owned market to 33 percent. This is largely due to the on top sales volume the Certified Pre-owned Program has created for the dealer network.

Only the best used Porsches are selected as Certified Pre-Owned Porsches. Every certified used car undergoes a rigorous 111-point inspection and a detailed reconditioning process by Porsche –trained technicians whose goal is to bring the car back to new as close as possible.

## PORSCHE NORTH AMERICA PRESS RELEASE

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# SEPTEMBER/OCTOBER 2008 CALENDAR OF EVENTS

Peachstate Region 40th Rennfest	1 Peachstate Region 40th Rennfest	2	3	4 PCA East Coast Holiday - Lancaster, PA	5 PCA East Coast Holiday - Lancaster, PA	6 PCA East Coast Holiday - Lancaster, PA
7	8	9	10	11	12	13
14 Carolina Trophy Rally - Lake Lure, NC	15 Carolina Trophy Rally - Lake Lure, NC	16 Carolina Trophy Rally - Lake Lure, NC	17 Carolina Trophy Rally - Lake Lure, NC	18 Carolina Trophy Rally - Lake Lure, NC	19 Carolina Trophy Rally - Lake Lure, NC	20 <i>Heat Exchanger submission deadline</i>
21 SHENANDOAH AUTOCROSS Verona, VA	22	23	24	25	26 SVRA Fall Festival - VIR	27 SVRA Fall Festival - VIR
28 SVRA Fall Festival - VIR	29	30				

**AUTOCROSS**  
 Sunday, September 21 @ 10am  
 Augusta Government Center  
 in Verona, VA  
 see website for details

**SHENANDOAH REGION/  
 EUROCLASSICS PORSCHE  
 DRIVER EDUCATION  
 EVENT @ VIR**  
 Friday, October 10  
 see website for details

			1	2	3 Grand-Am KONI Challenge Races - VIR	4 Grand-Am KONI Challenge Races - VIR
5 Grand-Am KONI Challenge Races - VIR	6	7	8	9	10 SHENANDOAH/ Euroclassics Drivers Ed Event - VIR	11
12	13	14	15	16	17	18 SYNERGY RACING FALL FLING - VIR
19 SYNERGY RACING FALL FLING - VIR	20 <i>Heat Exchanger submission deadline</i>	21	22	23	24	25
26 SHENANDOAH Social/ Business Dinner - Staunton, VA	27	28	29	30	31	

**SYNERGY RACING  
 FALL FLING**  
 October 18-19 @ VIR  
 visit [www.synergyracing.com](http://www.synergyracing.com)  
 for details & registration

## 2008 AT-A-GLANCE

a quick look at events in 2008

### SEPTEMBER

- 4-7 PCA East Coast Holiday - Lancaster, PA
- 6 Lexington-Rockbridge Wine Festival (details pg 14)
- 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 (details coming soon!)

### DECEMBER

- 7 **Annual Holiday Party** - Michie Tavern, Charlottesville

VISIT [SHN.PCA.ORG](http://SHN.PCA.ORG) FOR DETAILS & UPDATES



# SCHOOL IS IN SESSION

by Rick Ebinger

Our second annual driving school was held in July again this year. We usually take the month off, but since there has been interest in the Autocross improvement class, we decided to stick it in the schedule. We had another manageable class that had as much time on the special sections of the course that they could stomach, and again, we wore out all comers and gave as much seat time as everyone wanted. We focused on the key hole, hard braking, and a seven cone slalom that even gave me hard times at the end of it. At the end of the day we put it all together and ran the course. It was simple as a total course, but those time challenging parts were really enjoyed. I am not sure what I'll cook up for the next autocross, but you can count on some of those tricks we practiced.

We had a lot of first timers look at the event and really get some good feedback. Many new to the event were interested in what they needed to do besides the driving part. We covered safety equipment, how to advance in the car upgrades, the importance of seat time, and other tricks you need to know before you turn a wheel in aggression; all of these things Erik and I have picked up over the past 15 years of legally pushing our rides to the limits. We had a good mix of cars again, with the return of an old BMW, a couple of new Porsches, Howie's 944 Turbo, a Miata as usual, and the Kilmer brothers and their 911s. Andy Turner also came out and pushed his very

nice White 911, and I got a chance to drive it around the key hole. Everyone had a chance to practice and find the best and fastest ways around the laid out course, along with checking out what tricks and problems to watch out for and what I try to put into every course I design. I hope we were able to knock off some of the confusion of this type of motor sport and I think everyone got something out of it.

Thanks to all who helped with the event and again I was glad to help those who were interested in putting in an afternoon to discuss, practice, and try something fun and educational. You always learn something and this year I learned some interesting things from the students. Some were interested in what was being said, but I could tell most wanted to drive. Sometimes it is very hard to sit back and listen and watch others work through the course, but that is the quickest way to go fast. Most of my best lesions have not been from the driver's seat, and it can be as simple as being next to a conversation or someone explaining what just happened, or watching someone work their way through the course. Most cars can have similar characteristics, and if you really push them, I have experienced front wheel drive cars slide out like a rear wheel drive car, and it is always funny to think about this happening. Sometimes people ignore certain types of cars or something that may be of no interest to you, and I think that is a mistake. I know most cars and drivers that come to our events and

I can tell who is trying something new, or have changed their cars. Think about it; when a fast car you like, or someone who really pushes the envelope do you watch? You might not know it, but you are learning. Sometimes, it is not what to do, but what not to do. You can learn from the slow also. I know that sounds bad, but you can learn where people look like they are in complete control, and where you might be able to push it harder. When I watch a person run a course, I am looking for car control, decisiveness behind the wheel, traction, and where people brake and put on the power. All of those things help me when I get my turn, and sometimes I offer a bit of advice if asked.

Most of the time gains I see fall in braking. If you are one of the fortunate ones who own a Porsche, and even better if you use it in the events our club sponsor. Push the car safely and see where you can push the limit. Make sure you are safe and do not blow the next corner, but I was taught once if you are not pushing a pedal, you are bleeding time. I would add smoothly to the phrase, but I do believe those comments are true for the most part, and that applies to the track as well as to the neighborhood parking lot autocross. Watch, listen and learn. Use all your resources and learn from your mistakes as well as your victories. Keep trying and learning, and improving. Thanks again to those who participated and helped me talk about one of my most favorite things.



photo courtesy Phil Audibert



## Porsche: The Rally Story

By Laurence Meredith  
Veloce Publishing Limited  
ISBN:978-845841-09-6

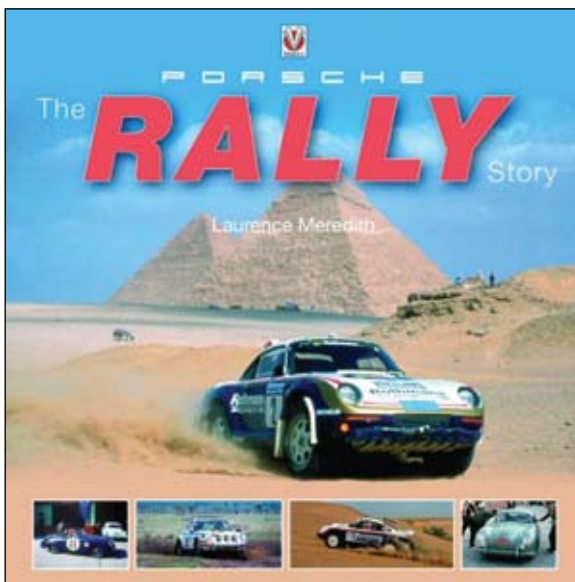
Porsches are competitive in a plethora of motor sports. Most enthusiasts do not realize how long and how successful the marque has been at rallying. This volume is a very thorough documentation of Porsches rally history. It is rich with rare photos and information.

Laurence Meredith is a lifelong motorsports enthusiast. He has written well over thirty books on cars and

motor racing. He has spent most of his life at race tracks whether as participant or spectator. His devout enthusiasm shows from the first page to the last of this wonderful book. And it should. Meredith was actually present in 1968 to watch first hand Porsches foray into international rallying begin. Vic Elford was at the wheel of the orange works 911S as it screamed sideways past Meredith and the small group of onlookers at the RAC Rally in Wales. He follows the Porsche rally story right up to Cayenne and 996 participation but the majority of the book and certainly the authors heart focuses on Porsches glory years in the sport.

Rallying drives engineers crazy. Unlike other forms of motorsport, rallying encompasses so many variables that no one manufacturer seems able to get a lock on championships for long. Porsche became interested in the sport early on and lent cars and mechanics

to privateers as early as the days of the 356. The advent of the 911 gave them an instrument they could really develop for rallying. With hugely talented drivers like Elford rallying 911s would become a marketing tool. From this point Porsches became high profile and achieved great technological feats culminating in many



opinions with the Paris-Dakar Rally overall win in 1984 by Rene Metge in a 959. Photos from this era fill the book.

But Meredith is obviously a historian. He begins at the beginning of Porsches production of automobiles just after

World War Two and gives us a loving history of the cars and the men behind the cars as they were developed. This hardbound volume has more than 250 pages with over 400 photos both color and black and white that show off the privateer and factory rally machines. Though not highly technical, the book has plenty in the way of specs and mechanical information to satisfy most of us motorheads.

The authors soft spot for the 550's and 904's, Porsches more focused street/competition machines is evident in that he devotes 22 pages to these two models. These were Porsches wildly successful sports racers and were dominant at nearly all the track events they entered, some notable examples being the LeMans 24 and the Carrera PanAmericana. Rally teams began to realize the benefits that light weight sports cars may have in their sport and

so cars like these two began to show up in rally competition. The 904 with its mid engine set up and lightweight fiberglass monocoque type bodywork was super rigid and well balanced allowing superior handling in the elements found in most winter rallying. The 904 was campaigned for two seasons with four, six and eight cylinder engines and according to Meredith could have been further developed as a successful rally and road race machine had not Ferdinand Piech insisted on making his mark within the Porsche racing department by pushing the development of more pure competition models such as the 906, 908 etcetera. I have to admit that the era from 1953 to 1965 is also my favorite. Porsches most beautiful finely crafted, technically advanced and versatile cars came from this period. These machines finessed their way into the record books with jewel like power plants capable of amazing horsepower for their size.

Meredith has obviously been a rally driver as well and his belief that rallying was and is the last form of motorsport that the 'common man' can get involved in with the expectation of rising to the top of the game cannot be missed. His passion for the cars and rallies of the 1950's through the '70's when they were most accessible to everyman fills the bulk of the book. More than once there are references to how over litigated things are these days how bureaucrats have ruined the sport with their 'misguided' sense of the public good. So the author is a bit of a dinosaur...he lived through a time when competition was more pure and certainly less regulated and for producing this delightful book I think we can indulge him.

This is a great read, well produced with photos I have not seen before. Obviously Laurence Meredith is a man passionate about Porsches and driven to make sure their place in history is well documented. I give it five stars.

# MONTEREY HISTORICS '08

by Mark Stubbs

There's a tradition in our little family to venture out to the west coast every ten years to experience all the brouhaha associated with and surrounding the Rolex Monterey Historic Automobile Races. 1998 was our last visit so we dutifully braved modern airline schedules and headed west for the 2008 festivities.

If you love cars, the Monterey Historics is an experience you must savor. Now in it's thirty fifth year, the event which Steve Earle began with only sixty cars has mushroomed into a multi million dollar extravaganza with over three hundred cars signed up to participate in the races alone. The Laguna Seca (known currently as Mazda Raceway) race track is as always host to the racing. It has 2.7 miles of lovely curves including the breathtaking down hill esses known as the 'corkscrew'.

The cars race in classes divided by eras. This year saw a 1908 thirteen liter Mercedes as the oldest raced car and I must say the driver flogged that enormous beast as if he were going for the world championship! Priceless cars from all types of venues roared around the curves and elevation changes that make up Laguna Seca. We saw Bugatis, Alfa Romeos, Ferraris, Aston Martins, Jaguars, BMWs, Morgans and a host of 'specials' from the 1930's onward racing wheel to wheel. There were classes for Indy cars from the '20's through the '70's, Trans Am cars, Can Am cars, IMSA and Formula One. Something from every possible race class was run on the track.

The pit area was a museum of world class proportions. In addition to the wildly rare and valuable cars, there were many accomplished drivers present. Mario Andretti, Derek Bell, Danny Sullivan, Johnny Herbert, Timo Glock, Alan Jones,

Eddie Cheever, Scooter Patrick and Alain De Cadenet were not only present but available and spoke about their part of racing history to small groups of interested spectators in the paddock. The place was teeming with the history of sporting automobiles.

Yes Porsche was well represented. From 356s and 550 Spyders to 906, 908 and 910s to the mighty 935's to the Rothmans 956 that Derek Bell drove, all in pristine

condition ready to do battle on track.

Laguna Seca is just part of the experience. The Pebble Beach Concours, Concorso Italiano, and four or five major auction houses all have events during the four day weekend. Oh, and the northern California ambience (sunny and seventy degrees) and exceptional dining experiences just add to the memories. It's an unforgettable event that will make you smile for years to come.



photo courtesy Mark Stubbs

*Driven by William Conner, this 28 year old Porsche 935J still posts serious lap times.*



photo courtesy Rebecca Morgan

*1908 Mercedes 13 liter 4-cylinder Grand Prix car bellows around Laguna Seca with owner George Wingard at the helm.*



Updating the appearance of a Porsche has been common practice since the marque began. Whether it's putting 911 Fuchs on a 356, adding a rear spoiler to an early 928, or disguising a late 70's 911SC as a rare 993 Turbo S, modernization of aging models has been an important facet of the Porsche experience. Even the very first Porsche, 356-001, built in 1948, currently rolls on 1950's era wheels and wears a later Porsche crest at the center of its steering wheel.

As the 986 Boxster and 996 Carrera are now beginning to show signs of their age, many owners are looking for ways to freshen things up. The factory has helped this along, since many of the year-to-year changes in these models have been cosmetic. One of the easiest factory updates an owner can duplicate are changes to the headlights, tail lights, and side markers. Early Boxsters and Carreras have lights that contain a mixture of clear, red and amber lenses. Newer models, including the 987 and 997 versions, have been able to eliminate the amber section of the lenses, giving what many feel to be a cleaner look to the entire car. The new lights use silver colored bulbs that flash or shine amber, making the amber color in the lens itself unnecessary, but still meeting the DOT requirement for the color of those lamps. The easiest of these lights to replace are the side markers. The markers are held in place with a spring, so tools are not required for their removal. Simply push the lamp housing toward the rear of the car and then pull the front edge out, away from

the fender. Give the bulb a ¼ twist in its socket, and the fixture will be free. The clear fixtures are available from any Porsche dealership; other colors such as "smoke" grey or black along with clear are available from a wide range of aftermarket sources. Either way, be sure to get a set of the silver/amber bulbs to stay within the DOT regulations.

Updating the tail lights is not much more difficult than the side markers. The tail lights are accessible through the trunk or engine cover. The bulbs are all held together in a single carrier which pulls straight out, and the housings are held in place with 4 10mm nuts, one at each corner. For the Boxster, clear/red housings were stock from 2002 on, and for the Carrera, they began in 2000. Either of these newer housings should be available from any dealership. For those who want a more unique look, other variations on the rear lights are out there. For 2004, Porsche produced a 550 SE Boxster which has an almost all red tail light. Also, just like with the side markers, there are many after market companies producing grey "smoked" lenses or completely blacked out lenses. If you like the look of LED tail lights, which the 2009 997's will have, there are after market companies producing those for older models.

Losing the amber in the headlights is a bit more involved, but not by much. For all 986 Boxsters and 996 Carreras 1999-01, there were three different headlight assemblies. The first edition fixture has a distinctive amber lens covering the turn signal. Above that, covering the headlights themselves and the fog lights, the fixture is clear. It was only available as a halogen type. The other two later assemblies have clear plastic throughout the lamp, but use an amber filter inside



of the housing to color the turn signals. These are available either as standard halogen or as Porsche's high-intensity version called Litronics. If you've got the first editions, either of the two later fixtures is a direct replacement. Unfortunately, neither is cheap. The halogens are around \$900, and the Litronics \$1800. Most feel that the Litronics are well worth the cost because the difference they make in night time visibility is like night and day ☺. For those who REALLY want to get rid of all the amber pieces, removing the amber filters inside of the second edition lights may be unnerving, but it's really not that hard a job. If you remove the headlight from the car, and then remove the turn signal bulb from its socket, you'll see the amber lens there inside the housing. The lens was put into place before the assembly was sealed up, and rests there in the fixture. It is not glued or otherwise fixed into the light. Removal involves carefully breaking it into pieces small enough to pass through the light socket. Think of it like the reverse of building a ship in a bottle, using a very expensive bottle. Remember, by removing the amber filter, you'll need to replace the clear bulbs with some that flash amber.

Happy driving and wrenching!



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# FIRST PORSCHE SPORTS CAR on Display at Pebble Beach

**Porsche celebrates 60 years by showing the mid-engine 'Porsche No. 1' sports car that Dr. Ferry Porsche built when he could not find the car of his dreams**

Porsche No. 1, the one-of-a-kind, two-seat sports car Dr. Ferdinand 'Ferry' Porsche developed and built after he searched and was unable to find the car of his dreams, made its North American Concours d'Elegance debut when it joined other notable and historic vehicles August 14th at California's famed Pebble Beach Concours d'Elegance.



photo courtesy Porsche Archives

This occasion was a happy one as Porsche No. 1's first North American trip, to Porsche's 50th Anniversary celebration at the Monterey Historics in 1998, was thwarted when it was damaged in Chicago on its way to California. This trip also is special as it helps commemorate Porsche's 60th anniversary. Before arriving at the Pebble Beach Golf Links®, Porsche No. 1 had a starring role in Porsche Cars North America's 60th Anniversary celebration at its Atlanta corporate headquarters.

Affectionately called Porsche No. 1 by the Porsche family and thousands of the brand's loyal followers worldwide, this legendary sports car and the lynchpin of Porsche's design philosophy began life in June 1947 as engineering project Type 356 in the Porsche design office in Gmünd, Austria. Officially known as Type 356-001, Ferry Porsche's design concept took shape through the leadership of Karl Rabe, Porsche's talented chief designer who worked alongside Ferry's father to develop the original Volkswagen (VW). In post-war Germany and Europe where resources were few yet the desire to rebuild was strong, the Porsche team diligently started

building the innovative sports car. Starting with a hand-built tubular steel frame, engineers fitted already existing VW components including the suspension, headlights, clutch, gearbox, cable-operated brakes, worm-gear steering, and various small parts. VW parts were a natural choice due to the early VW-Porsche relationship and because of VW's key role in the post-war rebuilding effort after British military officers brought VW's Wolfsburg factory back online in 1945 to fulfill car demand and to stimulate the nation's economy.

The basic Volkswagen air-cooled, 1.31-liter flat-four engine put out just 25 horsepower at 3,300 rpm, so the skilled Porsche team enlarged the bore from 70 to 75 mm, increased compression from 5.8:1 to 7.0:1, and added slightly larger inlet valves and ports and twin carburetors, boosting output to between 35 and 40 horsepower.

The engine and transaxle were fitted into the frame in such a way that the engine ended up positioned in front of the rear axles with the transaxle trailing behind, making this a true mid-engine design. Mated to a four-speed gearbox, the drivetrain proved to be both lightweight and reliable.

Erwin Komenda, who along with Ferry Porsche and Karl Rabe formed the foundation of the fledgling car company, penned an aerodynamic and easy-to-build open roadster design. Friedrich Weber from Gmünd, one of just three of the company's body artisans, formed each of the car's aluminum body panels by hand, beating the then rare sheet metal and massaging it into shape over the wooden body buck Komenda had designed. The result was as shapely and beautiful as it was functional,

with minimal protrusions to upset the aerodynamics or its visually graceful lines.

As with every Porsche since, form followed function on Porsche No. 1. The interior featured a bench seat to accommodate a third passenger if needed, a simple dash with only a tachometer (a speedometer was added later), a locking glove box, and map pockets on the leather door panels. An ample luggage compartment and the fuel tank were placed under the front hood, and the mid-engine layout provided space for a spare wheel and tire and battery behind the engine and above the transaxle. Finally, a frameless and low twin-panel front windscreen provided wind protection while accenting the sports car's genteel lines.

The unique roadster weighed merely 1,290 pounds, and thanks to the modified engine it could reach a top speed of between 84 and 87 mph. In May 1948, Ferry Porsche himself set off on the first long road test, driving from Gmünd to Zell am See, Austria. During the rigorous test drive over some of Europe's most spectacular climbs, the rear torsion bar suspension failed but was repaired en route. Through this car's entire test period, this proved to be the only mechanical failure.

Journalists tested the car on July 4, 1948, and Robert Braunschweig, editor of Switzerland's highly respected *Automobil Revue*, concluded, "This is how we imagine modern road motoring to be, where the advantages of modern springing and the resultant driving comfort are combined with the adhesion of an equally modern, low and handy sports car." On July 11, with Herbert Kaes at the wheel, Porsche No. 1 won its class in the Rund um den Hofgarten local race in Innsbruck, Austria. Just as today, testing and competition proved to be solid underpinnings for the company's commercial and motorsports success.

Soon after, Porsche ramped up production of the 356 sports car at the company's tiny factory in Gmünd, abandoning the complex steel tube frame in favor of a stamped floor pan. The engine also was repositioned behind the axles to provide more interior space and room for a rear seat. Not too much later Porsche moved its production operations in 1950 to its current home in Stuttgart-Zuffenhausen.

After passing through the hands of several owners, Porsche No. 1 was reacquired by Porsche AG and became a centerpiece in the Porsche museum. As Porsche nears completion of its new museum alongside the Porsche factory in Stuttgart-Zuffenhausen, Porsche No. 1 will be prominently displayed in a way befitting the historic car that shaped all future Porsche vehicles.



**How old are you, what is your occupation and where do you live?** 57, Consultant, Shenandoah, never home, fly weekly somewhere, it can get old.

**What was your first car?** 1969 VW bug. Number 3 cylinder always needed to have the valves adjusted.

**What was your first Porsche? current Porsche?, any modifications?** 2004 Cayenne S is my first and current Porsche. Upgraded wheels are the only modification.

**Why did you choose this model?** I'm a skier and like playing and driving in the snow and wanted a Porsche.

**What is your earliest Porsche memory?** In the Steve McQueen movie Bullet... beside his Mustang was Jacquiline Bisset's Porsche.

**What is your dream Porsche and why?** Carrera S Coupe, 6 speed manual, gun metal gray, ruby red leather interior.

**What is your favorite Porsche-related activity?** Driving in the snow.

**What is your all-time favorite Porsche and why?** I remember the super Porsche, was it a 959?

**What is your favorite driving song?** Eat a Peach, the album, Allman Brothers.

**What non-Porsche activities do you enjoy?** Grandkids, skiing, scuba, fishing, garden, changing the oil (pretending to be a Porsche mechanic).



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

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# TREASURER'S REPORT

gay jewett

Balance 7/22/08 \$8,600.41

Date	Category	Income	Expense
8/7/08	PCA National	574.00	
8/8/08	HE-print Aug		450.39
8/13/08	Christmas Party deposit to Michie Tavern		500.00
8/15/08	HE-mail Aug		151.19
	<b>Totals</b>	<b>574.00</b>	<b>1,101.58</b>

Balance 8/22/08 \$8,072.83

**MEMBER NOTE:** My name is Sammy Moore and I am the executive director of the Lexington-Rockbridge County Chamber of Commerce. I am also a new PCA member (again)----The Heat Exchanger ain't what it used to be back in the 70's that is for sure---:) Kudo's to you and everyone for the job you do. I hope to get more involved in the future. Have owned about five 914's over the years, a 944 and a 911. Now am back in the fold with a '98 Boxster.....anyway, not writing about cars today, but this weekend when I received this month's issue I thought of something that might be of interest for club members.

We host a wine festival every year (in Lexington at the Lime Kiln Theater) and this year it is on September 6. I was wondering if you would get the word out to any members who would like to come and show their cars (I have room for maybe 8-10). I will provide tickets for them to come (can't offer much more than that I am afraid). Would love to have you if you know of a "few" that would like to take me up on my offer--:)

Please contact Sammy Moore

email: [chamber@lexrockchamber.com](mailto:chamber@lexrockchamber.com)

website: [www.lexrockchamber.com](http://www.lexrockchamber.com)

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# MEMBERSHIP REPORT

rebecca morgan

Shenandoah Region has 189 Primary Members

## WELCOME NEW MEMBERS!

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

Anthony & Judy McHale  
Charlottesville, VA  
2007 Cayman S

John Nunley & Jim Sattra  
Charlottesville, VA  
1991 911

Len & Beth Nelsen  
Port Republic, VA  
1999 Boxster

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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# DAS MARKET - CLASSIFIEDS

**FREE!** Cover for 996 removable hardtop. We are new members of the PCA and would like to meet another member so all you have to do is pick it up. We live about 15 miles north of Charlottesville. Call 434.990.1236 or email (mgmagic@aol.com) Bob Vitrikas to arrange delivery.

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

**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.*

**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](http://www.pca.org) under member services to ensure your email (and other contact information) is correct.

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## UPCOMING EVENTS AT A GLANCE

### 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 (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

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



*Derek Bell and Alain De Cadenet chat with fans at the '08 Monterey Historics about the glory days of the Porsche 956.*